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AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, }
JOHN H. SCHULTZ, } *Editors.*

SATURDAY, AUGUST 24, 1861.

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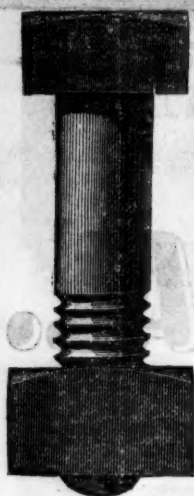
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Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the Journal.

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American Railroad Journal.

New York, Saturday, August 24, 1861.

Our Commercial Prospects.

The political and commercial world are so intimately allied, so dependent upon each other and so controlling in their reciprocal effect, that nothing can happen to the one without influencing, either for good or evil, the other also. The panic which has recently swept over our land, ruining thousands of merchants and scattering hard earned fortunes to the winds, is the result of a political crisis. The storm had long been gathering. At first it was a speck upon the horizon; but gradually the cloud darkened in appearance—now and then came a gust of wind, and ever and anon was heard the faint rumblings of thunder. But still the community did not take warning, and few if any preparations were made for the awful tempest. Now it has burst upon us, with all its stern reality.

That we shall ever again enjoy the same character of prosperity may well be doubted. Whatever may be the result of this unfortunate struggle, the old channels of business will be broken up; for many of the old merchants have failed, and political animosity, we fear, has gone so far as to separate men who were dependent upon each other for their very subsistence, and indisposed them to any future commercial relations. But that we shall be prospered, and that our prosperity will go on increasing, and, in due time, will surpass the measure of any past success, nay more,

will go as far beyond it as the steam-engine, the printing press and the telegraph, surpass the tread mill, the manuscript and the stage coach, we have no manner of doubt. If, when peace is declared, the Southern States are still found in the Union the deprivations which thousands have suffered during the hostilities, the exhaustion of all the home stock of goods and merchandise usually furnished by the merchants, manufacturers and farmers of the North, will create an immense demand which will tax all the resources of the nation to supply; while the economy now universally practised will result in placing all classes in a position to profit by this demand. And this will be only measurably less the case should the independence of the Southern States be finally acknowledged. The inhabitants of the new republic will be in the same destitute condition, and they will find, after all, that the Northerners are not their enemies, and that they are as ready as ever to supply them with goods cheaper than they can purchase them elsewhere.

The most serious view of the case is, however, involved in the supposition that the Northern and Southern citizens will be permanently debarred from trading with each other by a long war; or adverse legislation after hostilities have embittered each section, and the Southern Confederacy shall be established. To this we respond, that, admitting such an unwelcome state of things, still it is not the extent of a country or the number of its inhabitants that is the true basis of its prosperity. Each section has within itself the power of sustaining millions of yet unborn generations. If a balance were to be struck we should say that the North has an advantage resulting from the variety of occupations which give its inhabitants employment. But the ultimate prosperity of every country is dependent upon the intelligence, the industry and enterprise of its citizens. In these qualities there is no nation upon the globe that will surpass our own countrymen; and whether we exist in the Union as in times past, or separate into a Northern and a Southern Confederacy, these elements are a sure guarantee of the ultimate prosperity of both Nations. We know that a government which oppresses its citizens with heavy burdens of taxation may in time destroy much of this energy; and we lament the unfortunate divisions

in our national councils that has left no other way of settlement than by the arbitration of the sword, because it necessitates an expenditure of money which will weigh more or less heavily in time to come. But we also know that during the wars which ended in the overthrow of the first Napoleon, England, notwithstanding her vast outlay of money, actually increased her wealth in a greater ratio, than during any former period of her history. These wars extended from 1794 to 1816, and the total expenditures amounted to \$8,499,551,195; the annual expenditures averaged nearly \$400,000,000. These sums appear to us almost fabulous; but in 1801 the official value of her exports of cotton were only \$35,000,000 while in 1822 they amounted to \$155,000,000. Her manufactures and commercial interests increased in the same proportions. While her Generals were winning laurels in the field, her inventors were bringing forth the wealth of the nation and winning the undying gratitude of millions of men. The *Steam Engine* and the *Cotton Gin* developed resources which enabled her to bear the enormous taxation and to come out of the conflict stronger than ever. If England could do as well in the beginning of the century, shall we go behind her now? Are we less energetic, or have we fewer inventors? The archives of the Patent office, the many valuable American inventions during the last fifty years afford the answer. We have many Fultons and McCormicks left; and we hear the click of the Sewing Machine while we write. A few years in our history has made the drudgery of the farm, a rural pastime for nature's noblest, while every department of manufacture has multiplied its productive power by the ingenuity of American inventors. These are sources of wealth that spring from intelligence and enterprise; and we believe that no nation is so greatly blessed in these respects as our own.

Nor are evidences of even a present prosperity lacking around us. The failures in the commercial world are chiefly among the heavy importers of foreign goods. Our home manufacturers are doing very well. As we walk abroad we see new stores being erected; excavations being made and foundations laid for other still more magnificent palaces. We are inclined to think that what many men want is confidence; and that those who pos-

ness confidence and exert themselves with their usual energy will come out well in the end. We believe that the cool weather of fall will bring a brisk home trade, and merrier hearts than panic mongers are now willing to admit.

New York Canals.

The present Canal Board entered upon its duties January 1, 1860. The condition in which it found the Canals and their revenues may be gathered from the annual message of the Governor, of the same date. The receipts from all sources belonging to the Canal Fund were insufficient, by nearly half a million of dollars, to pay for repairs and maintenance of the Canals and the interest on the Canal debt. The figures were these:—

| | | |
|-----------------------------------|-----------------|----------------|
| The interest on the canal debt of | \$26,807,684 38 | \$1,400,000 00 |
| Expenses, repairs, &c | 897,858 96 | |
| | \$2,297,858 96 | |
| Revenue from tolls, &c | 1,859,879 63 | |

Deficiency

There seemed to be no resort to supply this deficiency but taxation.

In addition to the canal debt, the State owed \$6,500,000 on account of the general fund, requiring an annual interest of about \$400,000, and was without any source of revenue, except taxation, to meet either that charge or the ordinary expenses of administration.

At the same time the canals were unfinished and required an expenditure of \$1,600,000 to complete them. * * * The Legislature, elected in ignorance of an actual deficiency of revenue, and of course without any instructions upon the point from their constituents, adjourned, after providing for the immediate wants of the State and for the completion of the canals, by the heaviest tax ever levied upon the people, leaving it to the Canal Board to devise a policy which might save the State from perpetuating such a system.

To this duty the Canal Board addressed itself by reducing the expenditure on the one hand and increasing the revenue on the other.

The effort to reduce the cost of maintenance and repairs produced gratifying results.

| | |
|----------------------------|--------------|
| Expenses in 1859-'60 | \$897,878 96 |
| Same in 1860-'61 | 746,976 78 |

Annual saving

The expenses for the present year can now be estimated only, but there is no reason to suppose they will exceed those of 1860-'61.

To increase the revenue no means appeared to be so expedient as an increase of the rates of toll.

The increase was denounced by some, who dreaded its effect upon the tonnage of the canals, by diverting transportation from the canals to railroads. This opposition was reinforced by nearly the entire carrying interest upon the canals, which maintained that its business would be circumscribed thereby. The Board, however, persisted in discarding the ruinous rates at which the tolls had been placed, and upon several important articles of transport it imposed a moderately increased rate. Experience has settled the question between the Canal Board and such as dissented from its views. The Auditor's report, made to the Legislature in January last, contains this statement:—"On every class of articles on which the rates have been raised, the toll receipts have been increased over 1859." The result of the year's business was most satisfactory, and contrasted with that of the previous year thus:—

| | |
|----------------------------------|----------------|
| Tolls received in 1860-'61 | \$3,009,597 00 |
| Tolls received in 1859-'60 | 1,723,945 00 |

| | |
|------------------------------------|----------------|
| Increase in 1860-'61 | \$1,285,652 00 |
| Add amount saved in expenses | 150,902 18 |

Increase net income in '60 over '59. \$1,436,554 18

Instructed as well as encouraged by results like these, the Board made some further modifications

of the rates of toll last spring. Up to August 1st the increase over the large receipts of 1860 is \$298,000; which justifies the belief that the whole increase of the present year will be \$500,000 over 1860 and \$2,000,000 over 1859.

Contrasting the close of 1861 with the opening of 1860, it will be seen that while, on January 1, 1860, the canals were deficient in receipts to pay expenses and interest by the sum of \$437,979 33, they will be able, on January 1, 1862, to pay, from the receipts of the year, all charges for expenses and interest, and \$1,500,000 of principal.

The hope may now be reasonably indulged that, if the policy established by the present Board be adhered to—rigid economy and adequate tolls—the day is not distant when the canals will redeem the State from debt and taxation.—*Albany Evening Journal.*

Gold in Lower Canada.

We have been favored by a friend, a practical gold-miner, who spent some years in the placers of California, engaged in gold-mining, with an account of his exploration of the Chaudiere gold district during the present summer. Our informant spent two months in prospecting the country from the junction of the Du Loup and Chaudiere rivers, where the Montreal Company worked, and where the Napanee is now working, to the Maine and New Brunswick boundary lines. The season has been one of the worst ever known for prospecting, the water in the rivers and brooks being at flood height, and the ground saturated with moisture by the constant rain. He was therefore prevented from examining the beds of the stream, and sinking trial shafts to the necessary distance to obtain an accurate knowledge of the nature and extent of the distribution of the precious metal. But with these unfavorable circumstances his general exploration was highly successful. He found gold in the banks of every stream examined, in the ditches by the road side, in the gravel beds adjoining water courses, on the tops of hills far removed from water, and in other localities which cannot have been submerged for many ages. The general character of the gold, of which we have many specimens now before us, is great purity and exceeding coarseness; some of it is much water worn, and other specimens appear to have been only recently dislodged from the quartz matrix. The country generally exhibits broad exposures of slate, traversed by numerous quartz veins, and resembles in every respect the gold region of California with the exception of the absence of volcanic evidences. Although it is believed by geologists that the coarse gold of the Chaudiere had its origin in quartz veins, up to the present time there has been no discovery of gold in this connection. We have now to announce the discovery of a large quartz vein in the Chaudiere district carrying an unusually large amount of gold in drills and nuggets, many of them weighing several ounces, and the discovery of other leads showing smaller indications of the precious metal, and proving conclusively that those quartz veins may be worked in Canada as in Australia or California with a prospect of very large returns. One mass of quartz taken from the large vein was thickly set with nuggets of gold from an ounce up to six ounces in weight, carrying the gold not in regular strings but isolated lumps throughout its substance, a quantity of quartz estimated at five hundred weight having yielded to the discoverer seven hundred dollars worth of gold by the simple process of breaking out the largest pieces with a hammer, and still containing a larger amount of finer gold only to be obtained by crushing.

Our informant states that he saw nothing equal to this mass in the most productive quartz leads of California, and if the remainder of the vein from which it was taken is at all like it, its value is incalculable. It was discovered last year by some inhabitants of the district, who kept its locality a secret. It was from this vein that the large nuggets sold in Quebec last November were taken. We have before us some specimens, showing its exceeding richness.

The gold in the different streams varies much in character; in some it is exceedingly fine, as fine indeed as that of Frazer's River; in others, and some of the smallest, it is coarser than that found in California, the fine gold being apparently the result of the decomposition of auriferous pyrites, and the coarse the product of quartz veins.

Hitherto the streams alone have been worked, and the operations on them were conducted with so little skill, that our informant is surprised that any gold was obtained; as it was the whole of the fine gold was washed away.

Yet, in one instance 15,000 dwts. were taken from a little more than half-an-acre of a bar; in another nine pounds weight were got from a single hole, and more recently \$2,000 were obtained in two days, after damming a considerable stream, nearly all being coarse gold.

Our informant is of opinion, and as a thoroughly practical man his opinion is entitled to the highest consideration, that the dry diggings in the Chaudiere district will be found more productive than the streams. He says that on the whole California streams have not repaid the expense of working them. He believes that the streams contain no more gold than has been displaced by the water from the rocks traversing them, and that the whole country in their vicinity would be found as rich, and in many cases much richer, if mined in the same manner as similar lands are in California and Australia, by sinking shafts through the gravel down to the rock or clay beds beneath. He says that in no part of California could he obtain the same quantity of gold by the same means as he obtained upon the Chaudiere and its tributary streams; that the surface prospects, in spite of the unfavorable season, were superior to any he had ever found before; and that with ordinary skill, by simply panning on the river banks, large wages can be made with certainty.—*Montreal Commercial Advertiser.*

Great Indian Peninsular Railway.

A proposal of this company to have a line surveyed, from Sholapore to Hyderabad has received the sanction of the Bombay Government, and a reference to the Secretary of State for India will be made for the purpose of obtaining guaranteed interest at 5 per cent. The annual report of operations on the railway for 1860-61 shows that the total receipts for passengers and goods were 11,04,548r. from January to June, 1860; and 10,39,023r. from July to December, 1860—the former amount on 329,174 miles run, and the latter on 318,551 miles. The expenditure from January to June, 1860, was 6,50,801r., and for the latter half-year, 6,46,099r. The per centage of expenditure on gross receipts was 58.92 and 62.18 for the two half-years respectively, the gross cost of open line being 2,523,711r. and 1,584,214r. respectively. The net revenue for the two half-years was 4,53,746r. (41,593l.) and 3,96,923r. (36,018l.) respectively—the equivalent to, per cent. per annum, being 3l. 5s. 11d. and 2l. 15s. 9d. respectively.

Floating Piers on the Ganges.

Letters from Calcutta announce the intended formation of a public company for that place with a capital of 200,000l., for the purpose of erecting floating piers on the banks of the Ganges. The want of docks, piers, or other appliances for facilitating the shipment or discharge of cargoes at Calcutta has hitherto been found a very serious drawback. Floating piers recommend themselves by the facility with which they are established, and also by their adapting themselves to the rise and fall of the tide, so as to present an unvarying altitude relatively with a vessel alongside. The example of the landing stages at Liverpool shows how efficient for all the purposes of commerce floating piers may be rendered.

Census of Ireland.

The following table shows the number of inhabitants in each province, county, city and certain corporate towns, in 1841, 1851 and 1861. The total population of Ireland on the 7th of April, 1861, was 5,764,543, a decrease as compared with 1851, of 787,842, or 12.02 per cent. In the previous decade the decrease was 1,622,739, or 19.85 per cent. The entire loss in 20 years being equal to 31.87 per cent. The diminution has been greatest in Munster, where it is 18 per cent., and least in Ulster, where it is only 5 per cent. The Commissioners ascribe the decrease to emigration, as there has been no other powerful cause in operation, such as famine, pestilence or war. From the report of the emigration commissioners, it appears that 1,230,986 emigrants left Ireland during the last ten years; and from the returns obtained by

the Registrar General of Ireland it is found that of these, 1,174,179 were set down as permanent emigrants.

The table also shows the religious denominations—Catholic, Protestant and Presbyterian—in 1861. This portion of the returns was looked for with much anxiety, as no similar return had been made since 1834. The results are as follows: Roman Catholics, 4,490,583; Members of the Established Church, 678,661; Presbyterian, 528,992; other persuasions, 8,414; Jews, 332. The total number of Protestants in Ireland is 1,273,960—giving the Roman Catholics a majority of 3,216,623. In obtaining these returns the enumerator met with every facility from the clergy and people; and but few complaints having been made, the commissioners infer that they are nearly, if not quite correct.

POPULATION OF IRELAND IN 1841, 1851 AND 1861.

| Provinces. | Total in 1841. | Total in 1851. | Total in 1861. | Decr. in 1861. | Protestants. | Catholics. | Presbyterians. |
|--------------------------------|------------------|------------------|------------------|----------------|----------------|------------------|----------------|
| LEINSTER. | | | | | | | |
| Carlow County..... | 86,228 | 68,078 | 57,232 | 10,846 | 6,241 | 50,613 | 107 |
| Drogheda Town..... | 16,261 | 16,847 | 14,730 | 2,117 | 1,023 | 13,340 | 211 |
| Dublin City Municipal.... | 232,726 | 258,369 | 249,733 | 8,636 | 46,922 | 194,601 | 4,454 |
| Dublin City Suburbs..... | 140,047 | 146,778 | 46,231 | ..... | 15,248 | 28,489 | 1,110 |
| Dublin City County..... | 114,488 | 95,723 | 106,058 | ..... | 19,078 | 84,524 | 1,024 |
| Kildare..... | 19,071 | 19,975 | 84,930 | 10,793 | 6,832 | 77,114 | 815 |
| Kilkenny City..... | 183,349 | 138,773 | 14,081 | 5,894 | 1,084 | 12,854 | 85 |
| Kilkenny County..... | 146,857 | 112,076 | 109,476 | 29,297 | 4,597 | 104,667 | 95 |
| King's County..... | 115,491 | 82,348 | 88,491 | 23,585 | 8,282 | 79,306 | 156 |
| Longford County..... | 111,979 | 90,815 | 71,592 | 10,756 | 6,114 | 64,810 | 529 |
| Louth County..... | 183,828 | 140,743 | 75,140 | 15,675 | 4,975 | 69,100 | 908 |
| Meath County..... | 153,930 | 111,664 | 110,609 | 30,139 | 6,584 | 103,489 | 410 |
| Queen's County..... | 141,300 | 111,407 | 90,750 | 20,914 | 9,854 | 79,959 | 247 |
| Westmeath County..... | 202,033 | 180,158 | 90,856 | 20,551 | 6,309 | 83,813 | 323 |
| Wexford County..... | 126,143 | 98,979 | 143,594 | 36,564 | 12,840 | 129,824 | 285 |
| Wicklow County..... | ..... | ..... | 86,093 | 12,886 | 15,251 | 69,750 | 271 |
| Total..... | 1,973,731 | 1,672,728 | 1,439,596 | 233,142 | 171,234 | 1,246,253 | 10,911 |
| MUNSTER. | | | | | | | |
| Clare County..... | 286,394 | 212,440 | 166,275 | 46,165 | 3,371 | 162,572 | 235 |
| Cork City..... | 80,720 | 85,732 | 78,892 | 6,840 | 9,574 | 67,092 | 625 |
| Cork County, E. R..... | 773,398 | 351,815 | 280,443 | 71,372 | 16,374 | 262,587 | 711 |
| Cork County, W. R..... | 293,880 | 211,761 | 178,161 | 33,600 | 14,583 | 162,002 | 235 |
| Kerry County..... | 48,391 | 238,254 | 201,988 | 36,266 | 6,211 | 195,295 | 252 |
| Limerick City..... | 281,638 | 53,448 | 44,626 | 8,822 | 3,934 | 39,689 | 366 |
| Limerick County..... | 435,553 | 208,684 | 170,983 | 37,701 | 5,606 | 164,878 | 139 |
| Tipperary County, N. R..... | 232,16 | 147,209 | 108,466 | 38,743 | 6,892 | 100,913 | 163 |
| Tipperary County, S. R..... | 172,971 | 184,358 | 139,030 | 45,328 | 4,970 | 133,324 | 288 |
| Waterford City..... | ..... | 25,227 | 23,220 | 2,077 | 1,912 | 20,465 | 236 |
| Waterford County..... | ..... | 138,738 | 111,116 | 27,622 | 3,265 | 107,354 | 235 |
| Total..... | 2,396,161 | 1,857,736 | 1,503,200 | 354,536 | 76,692 | 1,416,171 | 3,685 |
| ULSTER. | | | | | | | |
| Antrim County..... | 276,188 | 251,383 | 247,414 | 3,969 | 45,087 | 61,220 | 133,440 |
| Armagh County..... | 232,393 | 196,084 | 189,382 | 6,702 | 58,643 | 92,100 | 30,988 |
| Belfast Town..... | 75,308 | 100,301 | 119,242 | ..... | 29,242 | 40,690 | 43,346 |
| Carrickfergus Co. & Town..... | 9,379 | 8,520 | 9,398 | ..... | 1,827 | 1,052 | 5,562 |
| Cavan County..... | 243,158 | 174,064 | 153,972 | 20,092 | 23,187 | 123,825 | 5,536 |
| Donegal County..... | 296,448 | 255,158 | 236,859 | 18,299 | 29,942 | 177,560 | 26,694 |
| Down County..... | 361,446 | 320,817 | 299,866 | 20,951 | 60,516 | 97,234 | 126,013 |
| Fermanagh County..... | 156,481 | 116,047 | 105,372 | 10,675 | 40,676 | 59,490 | 1,857 |
| Londonderry County..... | 222,174 | 192,022 | 184,137 | 7,885 | 30,871 | 83,428 | 66,014 |
| Mouagh County..... | 200,442 | 141,823 | 126,340 | 15,483 | 17,706 | 92,714 | 15,405 |
| Tyrone County..... | 312,956 | 255,661 | 238,426 | 17,235 | 52,433 | 134,374 | 46,816 |
| Total..... | 2,386,373 | 2,011,880 | 1,915,408 | 101,472 | 390,130 | 963,687 | 511,371 |
| CONNAUGHT. | | | | | | | |
| Galway County..... | 422,923 | 297,897 | 254,256 | 43,641 | 7,534 | 245,950 | 397 |
| Galway Town..... | 17,275 | 23,788 | 16,786 | 7,001 | 786 | 15,554 | 165 |
| Leitrim County..... | 155,297 | 111,897 | 104,615 | 7,282 | 9,516 | 93,844 | 351 |
| Mayo County..... | 388,887 | 274,499 | 254,449 | 20,050 | 6,937 | 246,108 | 933 |
| Roscommon County..... | 253,591 | 173,436 | 156,154 | 17,282 | 5,227 | 150,490 | 252 |
| Sligo County..... | 180,886 | 128,515 | 125,079 | 3,436 | 10,605 | 112,526 | 927 |
| Total of Connaught..... | 1,418,859 | 1,010,042 | 911,339 | 98,692 | 40,605 | 864,472 | 3,025 |
| Total of Ireland..... | 8,175,124 | 6,552,385 | 5,764,543 | 787,842 | 678,661 | 4,490,583 | 528,992 |

Journal of Railroad Law.

RAILROADS; THE LAND UPON WHICH THEY ARE BUILT PROTECTED FROM SALE UNDER EXECUTIONS. THE INTERESTS OF THE PEOPLE INVOLVED.

The interest of the public in railroads, as convenient means of transportation of merchandise and of travel, is quite as direct as the interest of the corporation. For this reason railroad companies are endowed with certain privileges which are incidental to their character, and exist by virtue of the public interest in them and not through any merit of their own. It has thus been held by the Supreme Court of Philadelphia, in the case of the Plymouth Railroad Company vs. Stephen Colwell—that where a company has authority to buy land, and does purchase land over which it constructs a railroad, in pursuance of the powers granted in the act of incorporation, the land so covered, and necessary for the full enjoyment and exercise of its franchise, is not liable to be seized and sold under an execution issued at the suit of a judgment creditor. And this in virtue of the public interest in the road, which would be disastrously affected if the property of the road could be thus interfered with.

By an act of Assembly, of the 18th of March, 1836, the plaintiffs were incorporated as a railroad company to build a railroad apparently for the purpose of connecting the lime-kilns and farms of the interior of Montgomery county with the Philadelphia, Germantown and Norristown Railroad. In April, 1837, they bought a farm of Aaron Luckens of 40 acres and 104 perches, through which their road was to pass. They built a cheap railroad, $3\frac{1}{4}$ miles long, suitable only for horse power, and have maintained it as such ever since. In 1841, they sold off to John Freedly and others 38 acres and 130 perches of the Lukens' farm, retaining only one acre and 134 perches—the premises in dispute. In 1844, this retained lot was sold at sheriff's sale on a judgment of Joseph Leedom against the Company—the sale was set aside—and it was sold again on the same judgment to John Freedly for \$950. The last levy and sale described the premises as "two acres more or less, on a part of which is the Plymouth Basin, and the Plymouth Railroad passes across said lot, subject to the corporate franchises of the said Plymouth Railroad Company over a part of said lot if any they have." Exceptions were filed to said sale on behalf of the company, on the ground that the premises were expressly reserved to the company for railroad purposes, and that they included the basin and grounds on which the road is located, and which are indispensable appurtenments of the road. The court overruled the exceptions and confirmed the sale. On the 26th of November, 1849, Freedly conveyed part of the premises to Colwell, and after Freedly's death, his executors, in 1853, conveyed the residue to Susanna Jacoby. The company claimed the basin as a means of communicating with the Schuylkill Canal. It would seem there was a basin on the Lukens farm before the company bought, and that it was used as a deposit for logs to supply an adjacent saw-mill. After their purchase the company deepened the basin so as to accommodate canal boats which were brought in there to receive from the railroad lime and other freights to be carried away by the Schuylkill Canal. The company insisted on their

right to retain the basin for this purpose, and they claimed the rest of the ground for the tracks of their road, for depots, engine houses, etc.

The following is the opinion of the Court rendered upon the decision of the case, in which certain distinctions are laid down as to what does and what does not constitute land or appurtenances exempt from such seizure.

WOODWARD, J.—What was the effect of the sheriff's sale on the company's title? They had very express authority by the incorporating law to buy, hold, mortgage and sell lands; and in locating their road they probably found it expedient to buy the Lucens farm rather than pay damages for crossing it. This is often the true policy of railroad companies. But lands so bought and not actually dedicated to corporate purposes, are bound by the lien of judgments, and are liable to be levied in execution and sold by the sheriff in the same manner and with the same effect as the lands of any other debtor. As to land which has been appropriated to corporate objects, and is necessary for the full enjoyment and exercise of any franchise of the company, whether acquired by purchase or by exercise of the delegated power of eminent domain, the company hold it entirely exempt from levy and sale, and this on no ground of prerogative or corporate immunity, for the company can no more alien or transfer such land by their own act than can a creditor by legal process, but the exemption rests on the public interests involved in the corporation. Though the corporation in respect to its capital is private, yet it was created to accomplish objects in which the public have a direct interest, and its authority to hold lands was conferred that these objects might be worked out. They shall not be balked, therefore, by either the act of the company itself or of its creditors. For the sake of the public, whatever is essential to the corporate functions shall be retained by the corporation. The only remedy which the law allows to creditors against property so held is sequestration; 9 W. & S. 28. And that remedy is consistent with corporate existence, whilst a power to alien, or liability to levy and sale on execution, would hang the existence of the corporation on the caprices of the managers or on the mercy of its creditors. For, the corporation would cease to exist for the purposes of its institution when its means of subsistence were gone. It might still have a name to live, but it would be only a life in name. A railroad company could scarcely accomplish the end of its being, after the ground on which its rails rest had been sold to a stranger. If such is in general the law of corporate tenures which are essential to corporate functions, it is peculiarly the law of this case where Freedly took his title from the sheriff, expressly subject to the franchises of the Plymouth Railroad Company.

Then what are the franchises of this company? Do they include a right to the basin for purposes of navigation?

The company were authorized to build a railroad, with as many sets of tracks as they may deem necessary, from a point in the lands of Samuel Maule, in the township of Whitemarsh, in the county of Montgomery, near the road dividing the township of Whitemarsh and Plymouth, east of said road, "and terminating at some suitable point of the Philadelphia, Germantown and

Norristown Railroad, between Metzer's ford and Wager's ford, on the river Schuylkill, in said township of Plymouth."

The reference to the river Schuylkill and the fords thereof, was for the purpose of fixing, with approximate certainty, the point *ad quem* the railroad was to be built; but its actual terminus was to be on the Philadelphia and Norristown Railroad. A connection with that road was intended, but not with the Schuylkill Canal. The thing contemplated was a transportation by connecting railroads, and not by a railroad and canal. There is not a word in the law of incorporation which imports an intention to create a navigation company. Then what has the company to do with canal basins and canal boats? It is not pertinent to urge that their road would be more profitably worked in connection with the canal than with the railroad. Their corporate powers are to be measured by a strict construction of the legislative grant. If they possess the right claimed, it must be found in the powers specifically granted, or it must result as a necessary implication from the express grants, and if it can neither be found in nor inferred from the terms of the grant, it does not exist. Authority granted to terminate a road on the Philadelphia and Norristown Railroad, cannot be construed an authority to terminate it in the Schuylkill Canal. And it follows as a necessary consequence, that a canal basin is not a legitimate incident of a railroad having no authorized canal connection. Neither, therefore, under the general principles of law, nor the particular qualification expressed in the sheriff's deed to Freedly, was this basin held as an appurtenant of the railroad, and hence a valid title passed by the sheriff's sale to Freedly, and through him to Mrs. Jacoby.

But the whole lot was sold, and included the very bed of the road, as well as the ground that was needed for a depot and other buildings. As to such portions of the lot as were occupied or appropriated for these purposes, no title passed to Freedly, and none, of course, vested in Mrs. Jacoby. Yet she having taken defence for the whole, the verdict ought to have distinguished what was lawfully appurtenant to the road and what was not. The company must be protected in the possession of all that is really essential to the enjoyment of their franchise.

Their charter authorizes them to appropriate four rods in width, and limits them to that, except in deep cuts and fillings, or at points selected for depots, or engine or water stations. It evidently contemplated a locomotive road, and it gave them five years to complete it, "according to the true intent and meaning of this act." In ascertaining the necessary appurtenances of the road, regard is to be had to this limitation of time, for the appropriations of ground were to be all made within that time. The road was to stand complete at the end of five years—not that all necessary tracks and buildings which increasing business should require to be added to the first construction, should have been erected in that time, but that the ground for all such additions should have been appropriated, and one track at least finished.

If the fact be that a locomotive road has not yet been constructed, it is too late to appropriate ground for engine and water stations; that should

have been done within the five years. And, indeed, it would be hard for the company to maintain the track of a horse road under such a law as they have, if they were proceeded against by the Commonwealth. But we will not allow them to be ousted from the ground they actually occupy, by an intruder, with merely color of title; nor is a forfeiture of chartered privileges to be declared in this collateral action. They are entitled to retain and enjoy the ground they occupy, and which they appropriated for the lawful purposes of the road within five years from the date of the charter. But no alleged appropriation for engine houses and water stations ought to be respected, if it was followed by no *bona fide* effort to build a locomotive road, according to the plain intent of the charter. Without such a road, an appropriation of that sort would be useless, if not fraudulent.

The court, however, ordered a new trial on the ground that the question as to what portion of the ground had become appurtenant to the road by appropriation, such as described, was one of fact which ought to have been submitted to the jury.

East Brandywine and Waynesburg R. R.

On the 15th instant the cars on this road made their first trip, and are now steadily running—a distance of eighteen miles—between Waynesburg and Downingtown, along the banks of the East Brandywine River, connecting with the Pennsylvania Central Railroad at the latter place. The road has a single track, and was commenced one year ago. It opens a fine farming country, in which are a number of iron mines and foundries, with many ore beds yet undeveloped. The manufactured iron of this vicinity has hitherto been carted to Downingtown. There are no coal beds, yet discovered, on the route. The scenery is pleasing, but not bold. The few engines and cars, at present required, are borrowed from the Pennsylvania Central Railroad Company, who, it is thought, will lease the road, arrangements now being in progress to that end. No stations or engine houses are yet built upon the route. The cost has been about two hundred and forty thousand dollars. The stock is chiefly owned by farmers in the neighborhood, who, as usual with farmers upon projected railroads, were induced with great difficulty to subscribe, not being able to see that a railroad would benefit their property.

Cleveland, Painesville and Ashtabula R. R.

At the annual meeting of this company recently held at Cleveland, the following named gentlemen were elected directors for the ensuing year: A. Stone, jr., T. M. Kelley, S. DeWitt, William Case, H. B. Payne, William Collins, James Miles, J. B. Johnson, Samuel F. Randall, Hamilton White, E. M. Gilbert, C. C. Dennis, Henry E. Parsons. At a subsequent meeting of the Directors the following gentlemen were elected officers of the board: President, A. Stone, jr.; Secretary and Treasurer, Geo. B. Ely; Superintendent, H. Nottingham; Engineer, Charles Collins.

Steel Rifled Guns.

Messrs. CORNING, WINSLOW & Co. have made the steel rifled guns for the Government. They are also preparing to manufacture, on a large scale, a new gun invented by JUAN PATTERSON. It is said to be a very valuable improvement.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash — signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | | |
|---------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------------------------|------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|---------------|---------------|--|--|---|--------|-------|------------|------------------|--|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Passenger. | Freight, etc. | | Property and Assets. | | | | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | Net. | Dividends. | Price of shares. | |
| | | | | | | | | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | | | | | | | | | | |
| M. | M. | M. | M. | No. | No. | No. | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | \$ | p. c. | p. c. | | | |
| ALABAMA. | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jun. '60 | 65.0 | | | 50.6 | | | Alabama and Florida | 1,451,336 | | | 877,953 | 508,500 | 105,255 | 1,515,704 | 54.0 | | | 101,102 | 37,866 | | | | | |
| 23 Feb. '59 | 30.3 | | | 58.1 | 2 | 2 | Alabama and Mississippi | 461,505 | 30,991 | | 335,010 | 109,500 | 21,632 | 518,965 | 30.3 | | | 55,791 | 31,852 | | | | | |
| 31 May '60 | 109.6 | | | 57.8 | 11 | 9 | Aia. and Tennessee Rivers | 2,261,927 | 184,906 | | 1,067,006 | 777,777 | 240,485 | 2,476,023 | 109.6 | | | 207,626 | 111,232 | | | | | |
| 30 Jun. '59 | 57.0 | | | 171.3 | | | Mobile and Girard | 1,600,000 | | | | | | | 57.0 | | 236,791 | 76,773 | 21,006 | | | | | |
| 1 Apr. '60 | | | | 67.2 | | | Mobile and Great Northern | 84,230 | | | 36,646 | 79,064 | | 116,310 | | | | | | | | | | |
| 31 Dec. '59 | 349.9 | 13.5 | | 168.5 | 25 | 18 | Mobile and Ohio | 7,853,467 | 862,129 | 114,894 | 3,481,791 | 4,717,497 | 858,467 | 12,447,373 | 328.0 | 585,543 | 1,120,588 | 651,610 | | | | | | |
| 29 Feb. '60 | 88.5 | 28.4 | | | 23 | 14 | Montgomery and West Point | 1,838,718 | 427,265 | 100,000 | 1,419,769 | 922,622 | 23,579 | 2,582,505 | 116.9 | | 505,156 | 260,269 | 6 | | | | | |
| 6 Dec. '59 | | | | 209.5 | | | North East and South West | 600,000 | | | 650,000 | | | 1,080,967 | | | | | | | | | | |
| ARKANSAS. | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '58 | 38.5 | | | 301.4 | | | Cairo and Fulton | | | | | | | | | | | | | | | | | |
| | | | | 107.5 | | | Memphis and Little Rock | 553,877 | | | | | | | | | | | | | | | | |
| 30 Dec. '60 | 22.5 | | | | | | Sacramento Valley | 1,493,850 | | | 793,850 | 700,000 | | 1,493,850 | 22.5 | | 230,251 | 104,594 | | | | | | |
| CONNECTICUT. | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 Aug. '59 | 23.9 | | | 1.9 | 3 | 4 | Danbury and Norwalk | 335,842 | 50,873 | | 279,100 | 85,000 | 4,600 | 408,957 | 23.9 | | | 73,826 | 27,992 | 6 | | | | |
| 30 Sep. '59 | 122.4 | | | 10.8 | 16 | 20 | Hartford, Provid. and Fishkill | 3,903,455 | 302,511 | | 1,936,739 | 1,810,500 | 319,444 | 4,323,922 | 122.4 | | | 333,500 | 152,777 | | | | | |
| 31 Aug. '59 | 61.4 | 10.6 | 64.5 | | 18 | 21 | Hartford and New Haven | 3,170,747 | 254,000 | 102,888 | 2,550,000 | 964,000 | 16,463 | 3,932,432 | 72.4 | | | 844,772 | 502,679 | 10 | 135 | | | |
| 31 Dec. '60 | 74.0 | | | | 11 | 11 | Housatonic | 2,439,775 | | 6,247 | 2,000,000 | 197,000 | 52,461 | 2,585,534 | 120.0 | | | 319,106 | 77,093 | | | | | |
| 31 Dec. '59 | 67.0 | | | 2.3 | 7 | 11 | Naugatuck | 1,370,958 | 207,343 | 7,000 | 1,031,800 | 287,350 | 29,041 | 1,696,018 | 62.0 | | | 241,330 | 127,505 | 3 | | | | |
| 31 Dec. '59 | 51.0 | | | 3.0 | | | N. Haven, N. London and Ston. | 1,851,879 | | | 960,748 | 866,000 | 200,000 | | 61.0 | | | 107,837 | 20,627 | | | | | |
| 31 Dec. '59 | 46.0 | 9.0 | 7.0 | | | | New Haven and Northampton | 1,400,000 | | | 922,500 | 700,000 | | | 59.7 | | | 90,362 | 90,362 | 5 | | | | |
| 31 Oct. '59 | 66.0 | | | 5.0 | 7 | 5 | New London Northern | 1,566,695 | | | 510,900 | 1,052,500 | 3,872 | 1,575,147 | 66.0 | | | 119,146 | | | | | | |
| 31 Mar. '61 | 61.3 | 1.0 | 63.8 | | 31 | 74 | New York and New Haven | 4,640,607 | 675,264 | | 3,000,000 | 1,890,000 | | 5,717,523 | 117.4 | 579,659 | 925,075 | 325,573 | | | | | | |
| 30 Nov. '60 | 66.0 | | | 8.5 | 14 | 17 | Norwich and Worcester | 2,463,983 | 237,171 | 200,000 | 2,122,600 | 511,300 | 45,236 | | 66.0 | | | 358,362 | 150,006 | 3 1/2 | 40 | | | |
| DELAWARE. | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Oct. '59 | 84.0 | | | 10.0 | | | Delaware | 1,547,825 | | | 361,478 | 931,500 | 112,029 | 1,547,825 | 84.0 | | | | 75,672 | | | | | |
| 31 Oct. '59 | 16.2 | | | | | | Newcastle and Frenchtown | 723,651 | | | 744,520 | | 4,641 | 749,171 | 5.0 | | | 21,195 | | 6 | | | | |
| FLORIDA. | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Apr. '60 | 154.2 | | | 3.0 | 13.0 | 3 | Florida | | | | 191,485 | 195,000 | 75,894 | 619,112 | 32.0 | | | 7,857 | 3,535 | | | | | |
| 30 Jun. '59 | 31.3 | | | 2.0 | 28.6 | 2 | Flo., Atlantic and Gulf Central | 592,791 | 30,586 | | 205,781 | 204,600 | 164,670 | 594,836 | 19.3 | | | 10,255 | 1,504 | | | | | |
| — | 26.5 | 3.9 | | 227.0 | | | Pensacola and Georgia | 396,310 | 28,608 | | | | | | 29.4 | | | | | | | | | |
| GEORGIA. | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jun. '60 | 86.7 | | | | 16 | 7 | Atlanta and West Point | 1,192,389 | | | 1,250,000 | 126,000 | | 1,597,385 | 86.7 | | | 418,086 | 265,827 | 8 | 125 | | | |
| — | 59.0 | | | 133.5 | | | Atlantic and Gulf—M. Trunk | | | | | | | | 30.0 | | | | | | | | | |
| 31 Dec. '60 | 30.0 | | | | | | Augusta and Savannah | 1,032,200 | | | 733,700 | 129,500 | | | 33.0 | | | 168,986 | 95,612 | | | | | |
| 30 Apr. '59 | 43.5 | | | 23.7 | | | Brunswick and Florida | 755,000 | | | 151,887 | | | | 31.0 | | | | | | | | | |
| 30 Nov. '60 | 191.0 | | | | 68 | 62 | Central of Georgia (and Bank) | 4,366,800 | | | 4,366,800 | | | 6,590,173 | 229.0 | 879,468 | 1,715,025 | 764,574 | | 10 | | | | |
| 31 Mar. '60 | 171.0 | 61.0 | | | 19 | 16 | Georgia (and Bank) | 4,156,000 | | 1,003,650 | 4,156,000 | 312,500 | | 6,123,343 | 232.0 | | 1,159,168 | 528,048 | 8 | 100 | | | | |
| 31 July '59 | 60.1 | | | | 7 | 2 | Macon and Western | 1,500,000 | | | 1,500,000 | | 12,295 | 1,658,976 | 102.5 | 226,241 | 404,618 | 212,676 | 19 | 72 | | | | |
| 1 May '58 | 68.1 | | | | 3 | 4 | Muscogee | 774,244 | 162,534 | | 669,950 | 249,000 | | 1,026,868 | 50.0 | | | | | | | | | |
| 31 July '60 | 106.1 | 100.8 | 16.2 | | 18 | 22 | Savannah, Albany and Gulf | 1,336,634 | 52,373 | | 1,275,901 | 10,200 | 180,621 | 1,473,140 | 71.6 | | | | | | | | | |
| 30 Sep. '59 | 138.0 | | | | 52 | 24 | South Western | 3,770,425 | | | 2,921,900 | 396,500 | 19,913 | 3,822,913 | 228.8 | | | 388,858 | | 13 | | | | |
| | | | | | | | Western and Atlantic | 5,901,497 | | | — | — | — | — | 138.0 | | | 832,343 | 454,541 | | | | | |
| ILLINOIS. | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '60 | 220.0 | | | | 38 | 36 | Chicago, Alton and St. Louis | 10,000,000 | | | 3,500,000 | 4,500,000 | | 10,000,000 | 220.0 | 845,951 | 994,569 | 225,786 | | 13m | | | | |
| 30 Apr. '61 | 138.0 | | | 26.0 | 62 | 31 | Chic., Burlington and Quincy | 6,092,928 | 1,405,998 | 2,728,930 | 4,639,340 | 3,814,516 | | 10,195,257 | 168.0 | | 1,514,478 | 242,564 | | 59 1/2 | | | | |
| 31 Dec. '58 | 45.0 | | | | 6 | 14 | Chicago and Milwaukee | 1,799,894 | 67,869 | 120,000 | 988,000 | 762,865 | 188,085 | 2,050,065 | 45.0 | 14 mo. | 243,282 | 135,284 | | | | | | |
| 1 Apr. '60 | 194.0 | | | | | | Chicago and North Western | 9,344,863 | | | 2,000,000 | 7,349,031 | 75,829 | 9,344,863 | 194.0 | 10 mo. | 384,666 | 139,822 | | | | | | |
| 30 Jun. '59 | 181.8 | | | | 58 | 57 | Chicago and Rock Island | 6,913,554 | | 115,285 | 6,903,000 | 1,397,000 | | 7,473,049 | 228.4 | | 1,093,994 | 309,567 | 31 | 39 1/2 | | | | |
| 10 Nov. '58 | 33.2 | | | | | | Fox River Valley | 590,000 | | | | 580,000 | | | 84.0 | | | | | | | | | |
| 31 Dec. '60 | 121.0 | 138.5 | 74.5 | | 00 | 63 | Galena and Chicago Union | 8,040,565 | 1,311,916 | 319,903 | 6,028,300 | 3,524,200 | | 10,469,355 | 211.3 | 792,029 | 1,462,752 | 652,260 | | 65 | | | | |
| — | 175.0 | | | | | | Great Western | 5,022,926 | | | 1,600,000 | 3,088,426 | 334,500 | 5,022,926 | 175.0 | | | | | | | | | |
| 31 Dec. '60 | 454.8 | 252.5 | | | 113 | 96 | Illinois Central | 27,195,391 | | | 16,654,980 | 15,672,240 | | 33,221,720 | 708.3 | | 2,721,591 | 850,630 | | 63 1/2 | | | | |
| — | 148.0 | | | | | | Illinois River | | | | | | | | | | | | | | | | | |
| — | 46.6 | | | | | | Ohio and Mississippi | 4,870,586 | | | 1,780,295 | 3,292,403 | | | 148.0 | | | | | | | | | |
| — | — | | | | | | Peoria and Bureau Valley | | | | | 600,000 | | | oper by Chic. | | & R. Is. | 125,000 | | | | | | |
| — | 186.0 | | | 129.0 | | | Peoria and Hannibal | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 100.0 | | | | | | Peoria and Oquawka | 5,400,000 | | | 1,569,889 | 2,200,000 | | | 186.0 | | | | | | | | | |
| — | 1.0 | | | | | | Quincy and Chicago | 1,978,555 | | | 800,000 | 1,200,000 | | 2,000,000 | 100.0 | oper by Chic. | Bur. & Quincy. | | | | | | | |
| 31 Dec. '58 | 168.5 | 39.8 | 12.2 | | 31 | 30 | Rock Island Bridge | | | | | | | | oper by Chic. | | & R. Is. | | | | | | | |
| | | | | | | | Terre Haute, Alton & St. Louis | 7,608,958 | 628,487 | | 3,028,903 | 5,035,615 | 741,040 | 8,865,252 | 208.3 | | 823,767 | | | | | | | |
| INDIANA. | | | | | | | | | | | | | | | | | | | | | | | | |
| — | 108.0 | | | | | | Cincinnati and Chicago | 2,080,433 | | | 1,196,679 | 1,006,125 | | | 108.0 | | | | | | | | | |
| — | 29.0 | | | 73.0 | | | Cincinnati, Peru and Chicago | | | | | | | | 29.0 | | | | | | | | | |
| 31 Aug. '57 | 109.0 | | | | | | Evansville and Crawfordsville | 2,233,413 | | 2,750 | 986,061 | 1,219,100 | 51,772 | 2,283,748 | 109.0 | | | 249,867 | 119,432 | | | | | |
| 1 Jan. '58 | 72.4 | | | | 19 | 21 | Indiana Central | 1,666,280 | 244,081 | 25,641 | 611,050 | 1,166,000 | 47,860 | 2,111,059 | 109.0 | | | 368,189 | 132,094 | 6 | 58 | | | |
| 31 Dec. '58 | 89.8 | 20.2 | | | 23 | 19 | Indianapolis and Cincinnati | 2,497,962 | 540,043 | 26,689 | 1,699,900 | 1,322,284 | 140,689 | 3,458,108 | 110.0 | | | 448,858 | 230,834 | 9 | 42 | | | |
| 31 Mar. '60 | 84.0 | | | | | | Ind., Pittsburg and Cleveland | 1,902,693 | | 10,000 | 835,971 | 1,025,700 | 48,673 | 2,272,357 | 84.0 | | | 236,397 | 80,109 | | | | | |
| 31 Dec. '60 | 78.0 | | | | 15 | 16 | Jeffersonville | 1,554,732 | | | 1,015,907 | 723,000 | 5,900 | 2,182,004 | 108.0 | 329,431 | 302,006 | 112,798 | | | | | | |
| — | 64.0 | | | | | | Lafayette and Indianapolis | 1,850,000 | | | 1,000,000 | 600,000 | | 2,000,000 | 64.0 | | | | | | | | | |
| 31 Dec. '60 | 86.0 | 49.0 | | | 23 | | Madison and Indianapolis | 2,667,704 | | 356,755 | 1,648,050 | 1,285,300 | 87,969 | 3,000,128 | 135.0 | 201,402 | 230,563 | 99,080 | | | | | | |
| — | 288.0 | | | | | | Louisv., N. Albany & Chicago | 6,000,000 | | | 2,800,000 | 3,000,000 | 2,000,000 | 6,000,000 | 288.0 | | | 270,063 | 124,860 | | | | | |
| — | 74.0 | | | | | | Peru and Indianapolis | 2,000,000 | | | 1,100,000 | 820,000 | 80,000 | 2,000,000 | 74.0 | | | 645 | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | |
|----------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------|-----------------------------------|----------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|--|--|---|-----------|-----------|------------|------------------|----------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Car. | | | Property and Assets. | Liabilities. | | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | Net. | Dividends. | Price of shares. | |
| | | | | | | Passenger. | Freight, etc. | | | Railroad and appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | | | | | | | | Floating Debt. |
| M. | M. | M. | M. | No | No | No. | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | \$ | P. c. | P. c. | |
| MAINE. | | | | | | | | | | | | | | | | | | | | | | |
| 31 May, '59 | 36.5 | | | | 4 | 4 | 21 | Androscoggin | 757,881 | * | | 151,833 | 444,638 | 160,910 | 757,381 | 36.5 | | 40,155 | 24,676 | | | |
| 31 May, '61 | 55.0 | | | | 10 | 10 | 128 | Androscoggin and Kennebec | 2,210,947 | * | 21,925 | 457,900 | 1,748,857 | 138,817 | 2,345,574 | 137.0 | | 318,505 | 94,088 | | | |
| 30 Jun, '59 | 149.0 | | 25.0 | | 41 | 17 | 849 | Atlantic and St. Lawrence | 6,096,375 | 857,566 | | 2,494,900 | 3,472,000 | 9,572 | 9,570,472 | 149.0 | 429,791 | 545,741 | 150,228 | 6 | 78 | |
| 30 Jun, '59 | 12.5 | | 2.0 | | 4 | 3 | 45 | Bangor, Oldtown and Milford | 244,726 | * | | 135,000 | | 40,576 | 244,726 | 12.5 | | 30,830 | Loss. | | | |
| 31 Aug, '59 | 63.0 | 0.5 | 8.0 | | 12 | 11 | 120 | Kennebec and Portland | 2,871,264 | * | | 1,287,779 | 1,280,000 | 271,143 | 2,990,998 | 72.5 | | 164,516 | 81,695 | | | |
| 31 Dec, '59 | | | | 14.0 | | | | Penobscot | 328,412 | * | | 180,497 | 300,000 | 75,000 | | | | | | | | |
| 31 May, '61 | 54.7 | | | | 4 | 10 | 93 | Penobscot and Kennebec | 1,613,473 | 104,019 | 78,014 | 557,779 | 1,105,400 | 95,968 | 1,859,147 | 54.7 | oper. by | An. & K. | 70,566 | | | |
| 31 May, '59 | 51.3 | | | | 11 | 13 | 118 | Portland, Saco and Portsmouth | 1,494,792 | * | 5,208 | 1,500,000 | | | 1,500,000 | 51.3 | 141,664 | 208,299 | 104,029 | 6 | 100 | |
| 31 May, '59 | 37.0 | | | | | | | Somerset and Kennebec | 783,763 | * | | 169,200 | 556,800 | | | 37.0 | | 55,403 | 28,404 | | | |
| 31 May, '59 | 18.5 | | | 33.5 | | | | York and Cumberland | 1,090,000 | * | | 370,000 | 450,000 | 270,000 | 1,090,000 | 18.5 | | | | | | |
| MARYLAND. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep, '60 | 279.6 | 7.2 | | | 235 | 124 | 3,272 | Baltimore and Ohio | 21,314,042 | 3,604,731 | 3,579,907 | 13,118,902 | 10,781,833 | 566,070 | 31,241,011 | 286.8 | | 3,922,203 | 2,305,788 | 6 | 41 | |
| 30 Sep, '60 | 30.0 | | | | 7 | 33 | 167 | Washington Branch | 1,650,000 | * | | 1,650,000 | | | 1,824,806 | 39.0 | 187,427 | 462,880 | 290,840 | 9 | 100 | |
| 31 Dec, '60 | 138.0 | 4.0 | 16.4 | | 41 | 31 | 1,723 | Northern Central | 7,553,616 | 855,889 | 214,998 | 2,260,000 | 5,890,300 | 537,926 | 9,041,551 | 218.0 | | 1,018,103 | 283,627 | | 14 | |
| MASSACHUSETTS. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov, '60 | 21.2 | | 2.0 | | 6 | 4 | 80 | Berkshire | 500,590 | 100,000 | | 600,000 | | | 601,360 | oper. rat. by | Housat. | 42,000 | 7 | | | |
| 30 Nov, '60 | 26.8 | 1.8 | 43.6 | | 21 | 26 | 566 | Boston and Lowell | 2,245,728 | * | | 1,830,000 | 440,000 | 3,863 | 2,655,821 | 26.8 | | 544,882 | 184,615 | 8 | 100 | |
| 31 May, '60 | 74.3 | 8.8 | 51.3 | | 32 | 54 | 606 | Boston and Maine | 3,846,709 | 417,233 | 465,758 | 4,076,974 | 134,950 | 4,299,160 | 113.3 | 553,484 | | 915,626 | 450,096 | 8 | 106 | |
| 30 Nov, '60 | 47.0 | 7.0 | 22.3 | | 22 | 27 | 210 | Boston and Providence | 3,057,900 | 102,100 | | 3,160,000 | 162,720 | 46,647 | 3,717,704 | 54.0 | | 685,631 | 349,487 | 8 | 108 | |
| 30 Nov, '60 | 44.6 | 24.0 | 59.2 | | 30 | 59 | 295 | Boston and Worcester | 4,301,025 | 437,416 | 100,000 | 4,500,000 | | 47,580 | 5,327,567 | 83.7 | 525,964 | 1,045,683 | 439,284 | 8 | 108 | |
| 30 Nov, '60 | 46.1 | 1.1 | 2.7 | | 7 | 10 | 109 | Cape Cod Branch | 907,761 | 123,864 | | 681,690 | 168,400 | 11,058 | | 47.2 | 77,522 | 122,637 | 45,613 | | 124 | |
| 30 Nov, '60 | 50.0 | 2.4 | 8.9 | | 12 | 13 | 331 | Connecticut River | 1,614,385 | 187,558 | | 1,591,100 | 242,000 | | 1,928,264 | 52.4 | | 297,096 | 153,154 | 8 | 55 | |
| 31 May, '61 | 44.1 | 80.5 | 24.4 | | 28 | 47 | 429 | Eastern | 4,045,166 | 315,164 | 264,102 | 2,853,400 | 1,960,000 | | 5,045,630 | 120.7 | 456,825 | 684,685 | 327,590 | 4 | 64 | |
| 30 Nov, '60 | 19.9 | 1.3 | 3.6 | | 742 | 592 | | Essex | 742,592 | 4,416 | | 299,107 | 280,261 | 197,428 | 776,796 | | 55,946 | 62,498 | 12,498 | | 67 | |
| 30 Nov, '60 | 50.9 | 16.8 | 70.9 | | 29 | 28 | 655 | Fitchburg | 3,190,851 | 250,149 | | 3,540,000 | 100,000 | | 3,860,729 | 67.7 | 337,451 | 632,365 | 272,299 | 6 | 96 | |
| 30 Nov, '60 | 14.0 | 2.4 | | | 3 | 3 | 3 | Fitchburg and Worcester | 293,658 | 40,226 | | 214,296 | 62,900 | 300 | 333,884 | 26.4 | 37,245 | 52,971 | 23,837 | 6 | 96 | |
| 30 Nov, '60 | 24.9 | | 2.0 | | | | | Hampshire and Hampden | 577,582 | * | | 298,951 | 303,014 | 57,065 | 653,030 | oper. r. by N. | | | | | | |
| 30 Nov, '60 | 12.4 | | 2.3 | | 2 | 3 | 27 | Lowell and Lawrence | 332,883 | 30,275 | | 200,000 | 100,000 | | 333,158 | oper. r. by B. & A. | | | 12,550 | | | |
| 30 Nov, '60 | 14.6 | | 17.1 | | 12 | 12 | 324 | Nashua and Lowell | 558,920 | 95,683 | | 600,000 | | | 698,563 | 30.0 | 172,511 | 251,683 | 72,097 | 8 | 112 | |
| 30 Nov, '60 | 20.2 | 1.0 | 1.0 | | 7 | 16 | 146 | New Bedford and Taunton | 494,843 | 52,644 | | 600,000 | | | 546,707 | 21.8 | 49,241 | 136,565 | 30,677 | 5 | | |
| 30 Nov, '60 | 26.9 | | 2.3 | | 5 | 9 | 44 | Newburyport | 596,208 | 63,696 | | 220,240 | 221,600 | 211,693 | 653,533 | 36.0 | 75,866 | 16,577 | 2,552 | | | |
| 30 Nov, '60 | 8.6 | | | 23.4 | | | | N. York and Boston Air Line | 673,302 | * | | 279,818 | 197,513 | 111,691 | | 8.4 | 24,428 | 15,891 | | | | |
| 30 Nov, '60 | 79.5 | 7.8 | 25.6 | | 27 | 46 | 358 | Old Colony and Fall River | 3,434,164 | * | | 3,015,100 | 107,000 | 76,500 | | 87.3 | 413,071 | 642,406 | 316,185 | 6 | 104 | |
| 30 Nov, '60 | 18.6 | | 0.7 | | 1 | 2 | 1 | Pittsfield and North Adams | 432,430 | 11,247 | | 450,000 | | | 450,000 | 18.6 | 35,160 | 48,169 | 26,769 | 6 | | |
| 30 Nov, '60 | 43.4 | 1.0 | 14.9 | | 12 | 18 | 308 | Providence and Worcester | 1,442,470 | 254,565 | 39,800 | 1,600,000 | 200,000 | | 1,864,789 | 44.4 | | 393,589 | 197,774 | 8 | 106 | |
| 30 Nov, '60 | 16.9 | | 1.7 | | 3 | 3 | 1 | Salem and Lowell | 366,937 | 82,543 | | 243,305 | 226,900 | 316 | 470,521 | oper. r. by B. & A. | | | 17,508 | 1 | | |
| 30 Nov, '60 | 11.5 | | 0.4 | | 2 | 7 | 17 | South Shore | 462,167 | 39,426 | | 259,685 | 150,000 | 2,391 | 513,112 | 11.5 | 25,529 | 59,370 | 16,711 | | 97 | |
| 30 Nov, '60 | 21.9 | | 1.0 | | 7 | 18 | 144 | Stockbridge and Pittsfield | 448,700 | * | | 448,700 | | | 451,000 | oper. r. by Ho. | | | 31,499 | 7 | | |
| 30 Nov, '60 | 11.1 | 0.6 | 1.3 | | | | | Taunton Branch | 250,000 | * | | 250,000 | | | 250,000 | | 60,082 | 156,015 | 27,817 | 8 | | |
| 30 Nov, '60 | 6.1 | | | 36.5 | | | | Troy and Greenfield | 478,048 | * | | 385,206 | 219,000 | 9,854 | 614,060 | oper. by T. & B. | | | 5,333 | | | |
| 30 Nov, '60 | 69.0 | 8.0 | 5.5 | | 11 | 8 | 192 | Vermont and Massachusetts | 3,309,622 | 207,343 | | 2,214,225 | 1,003,880 | | 3,516,865 | 77.0 | 101,326 | 211,899 | 75,510 | | 11 | |
| 30 Nov, '60 | 156.1 | 17.3 | 106.8 | | 72 | 59 | 1,183 | Western (Incl. Alb. & W. S. etc.) | 9,933,396 | 1,095,713 | 15,120 | 5,150,000 | 7,269,520 | 17,532 | 13,940,644 | 192.0 | | 1,881,351 | 888,254 | 111 | | |
| 30 Nov, '60 | 45.7 | | 9.3 | | 10 | 8 | 149 | Worcester and Nashua | 1,187,935 | 140,962 | | 1,141,000 | 150,000 | 973 | 1,403,409 | 45.7 | 180,153 | 229,332 | 102,604 | 6 | 82 | |
| MICHIGAN. | | | | | | | | | | | | | | | | | | | | | | |
| 1 Jun, '59 | 17.3 | | | 2.7 | 2 | 1 | 100 | Bay de Noquet and Marquette | | | | | | | | | | | | | | |
| 30 Sep, '60 | 57.0 | | | | | | | CHIC. DETROIT & CAN. G. T. JUNG. | 8,270,623 | 647,596 | | 2,950,000 | 4,250,000 | | 9,008,369 | 188.0 | | 365,038 | 144,270 | | | |
| 30 Sep, '60 | 188.0 | | | | | | | DETROIT AND MILWAUKEE | | | | | | | | | | | | | | |
| 31 May, '61 | 284.8 | | 28.4 | | 98 | 65 | 1,334 | GRAND RAPIDS AND INDIANA | 12,487,250 | * | 1,130,497 | 6,067,784 | 7,968,489 | 125,000 | 14,191,649 | 329.3 | 1,281,263 | 2,126,699 | 910,169 | 8 | 14 | |
| 31 Mar, '61 | 246.0 | 293.0 | | | 83 | 102 | 971 | MICH. S. TH'N & N. TH'N INDIANA | 13,601,120 | 1,637,259 | 2,352,574 | 9,018,200 | 9,719,704 | 437,886 | 19,175,790 | 539.0 | 1,592,377 | 2,075,459 | 1,035,629 | | | |
| 31 Mar, '61 | 246.0 | 293.0 | | | 83 | 102 | 971 | PORI HURON AND MILWAUKEE | 13,601,120 | 1,637,259 | 2,352,574 | 9,018,200 | 9,719,704 | 437,886 | 19,175,790 | 539.0 | 1,592,377 | 2,075,459 | 1,035,629 | | | |
| 31 Mar, '61 | 246.0 | 293.0 | | | 83 | 102 | 971 | PORI HURON AND MILWAUKEE | 13,601,120 | 1,637,259 | 2,352,574 | 9,018,200 | 9,719,704 | 437,886 | 19,175,790 | 539.0 | 1,592,377 | 2,075,459 | 1,035,629 | | | |
| 31 Mar, '61 | 246.0 | 293.0 | | | 83 | 102 | 971 | PORI HURON AND MILWAUKEE | 13,601,120 | 1,637,259 | 2,352,574 | 9,018,200 | 9,719,704 | 437,886 | 19,175,790 | 539.0 | 1,592,377 | 2,075,459 | 1,035,629 | | | |
| 31 Mar, '61 | 246.0 | 293.0 | | | 83 | 102 | 971 | PORI HURON AND MILWAUKEE | 13,601,120 | 1,637,259 | 2,352,574 | 9,018,200 | 9,719,704 | 437,886 | 19,175,790 | 539.0 | 1,592,377 | 2,075,459 | 1,035,629 | | | |
| 31 Mar, '61 | 246.0 | 293.0 | | | 83 | 102 | 971 | PORI HURON AND MILWAUKEE | 13,601,120 | 1,637,259 | 2,352,574 | 9,018,200 | 9,719,704 | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | Price of shares. |
|-----------------|------------|---------------------------|-----------------------|--------------------------------|------------|------------|---------------|-------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|-----------|--|--|---|-----------|-----------|------------|-----|------------------|
| | Main Line. | Lateral and Branch Lines. | 2d Track and Sidings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | Net. | Dividends. | | |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | | | | | | | | | |
| | M. | M. | M. | M. | No. | No. | No. | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | p. c. | p. c. | | |
| New York. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '60 | | | | 140.0 | | | | Albany and Susquehanna | 548,221 | | | 507,957 | | | 46,139 | 554,096 | oper. | by Re | ns. & S | Sarat. | | | |
| 30 Sep. '60 | 32.9 | | 3.3 | | 5 | 12 | 53 | Albany and Vermont | 1,567,502 | 136,038 | | 439,005 | 1,575,099 | | 50,000 | 2,389,559 | oper. | by W | estern. | | 100 | | |
| 30 Sep. '60 | 38.3 | | 44.0 | | | | | Albany and West Stockbridge | 2,389,559 | | | 1,000,000 | 1,389,559 | | | 2,389,559 | oper. | by W | estern. | | | | |
| 30 Sep. '60 | 34.9 | | 2.6 | 73.6 | 4 | 6 | 39 | Black River and Utica | 1,156,269 | 81,445 | | 822,371 | 745,500 | 7,121 | 1,574,992 | 34.9 | 40,670 | 72,458 | 86,009 | | | | |
| 30 Sep. '60 | 14.8 | | 1.6 | | | | | Bloesburg and Corning | 496,661 | | | 250,000 | 220,000 | | | 470,000 | 14.8 | 22,712 | 34,310 | 19,886 | | | |
| 30 Sep. '60 | 14.5 | | 7.0 | | | | | Brooklyn Central and Jamaica | 546,372 | 40,247 | | 448,750 | 85,000 | | 42,102 | 575,852 | 14.5 | 325,499 | 68,676 | 28,168 | | | |
| 30 Sep. '60 | 24.7 | 0.9 | 23.4 | 5.5 | 158 | | | Brooklyn City | 926,356 | 335,870 | | 1,000,000 | | | 130,000 | 1,130,000 | 24.7 | 2,904,887 | 520,855 | 110,896 | | | |
| 30 Sep. '60 | 142.0 | | 14.4 | 18.5 | 28 | 32 | 402 | Buffalo, New York and Erie | 3,163,766 | | 213,158 | 680,000 | 2,413,516 | | 201,682 | 3,627,620 | 142.0 | 568,448 | 580,000 | 242,954 | | | |
| 30 Sep. '60 | 68.3 | | 14.0 | | 28 | 34 | 327 | Buffalo and State Line | 2,267,158 | 521,126 | | 1,950,950 | 1,049,000 | | 27,546 | 3,027,496 | 68.3 | 317,850 | 911,020 | 498,047 | 10 | 120 | |
| 30 Sep. '60 | 34.6 | | 38.1 | | | | | Cayuga and Susquehanna | 719,050 | | | 343,500 | 300,000 | | 75,550 | 719,050 | 39.6 | 61,430 | 57,049 | 10,427 | | | |
| 30 Sep. '60 | 17.4 | | 2.1 | | | | | Chemung | 400,000 | | | 300,000 | 70,000 | | | 450,000 | oper. | by Er | le. | | | | |
| 30 Sep. '60 | 46.8 | | 2.9 | | 10 | 8 | 83 | Edmira, Jefferson & Canand. | 500,000 | | | 500,000 | | | | 500,000 | oper. | by Er | le. | | | | |
| 30 Sep. '60 | 17.3 | | 3.0 | | | | | Hudson and Boston (West'n) | 175,000 | | | 175,000 | | | | 175,000 | 17.3 | 46,981 | | 30,000 | | | |
| 30 Sep. '60 | 144.0 | | 115.1 | | 58 | 107 | 554 | Hudson River | 10,618,073 | 1,182,372 | | 3,758,466 | 9,107,000 | | 182,106 | 15,000 | 967,065 | 2,047,145 | 778,121 | | 83 | | |
| 30 Sep. '60 | 84.0 | | 2.5 | 10.8 | | | | Long Island | 2,077,132 | 459,138 | | 1,852,716 | 755,998 | 12,283 | 2,620,997 | 101.5 | 258,763 | 345,021 | 119,454 | | | | |
| 30 Sep. '60 | 297.8 | 258.1 | 313.8 | | 17 | 40 | 1,276 | New York Central | 31,106,994 | | 963,331 | 24,000,000 | 14,332,523 | | 127,375 | 40,638,447 | 655.9 | 3,945,128 | 5,867,241 | 2,678,400 | | 73 | |
| 30 Sep. '60 | 46.8 | | 19.0 | 282.5 | 219 | 194 | 2,763 | New York and Erie | 31,148,015 | 4,172,192 | 1,311,385 | 11,000,000 | 25,326,505 | | 2,074,795 | 38,401,300 | 495.0 | 3,019,000 | 5,180,321 | 1,827,406 | | 25 | |
| 30 Sep. '60 | 138.0 | | 2.1 | 29.6 | 3 | 93 | 576 | New York and Harlem | 8,022,786 | * | | 5,717,190 | 6,055,752 | | | 152.9 | 1,142,861 | 435,716 | | | 10 | | |
| 30 Sep. '60 | 8.0 | | | | 2 | 8 | 8 | New York and Flushing | 244,412 | 34,756 | | 120,000 | 135,000 | | 6,000 | 261,000 | 8.0 | 40,880 | 36,352 | 26,346 | | | |
| 30 Sep. '60 | 99.0 | | | | | | | Niagara Bridge and Canand. | 1,000,000 | | | 1,000,000 | | | 1,000,000 | oper. | by Ce | ntrol. | | | | | |
| 30 Sep. '60 | 118.0 | | 3.9 | 17.7 | 28 | 14 | 578 | Northern (Ogdensburg) | 4,809,856 | | | 1,500,000 | 3,077,000 | | | 4,577,000 | 121.8 | 395,128 | 458,912 | 163,080 | | | |
| 30 Sep. '60 | 35.9 | | 2.2 | | 7 | 6 | 46 | Oswego and Syracuse | 791,002 | * | | 396,340 | 213,500 | | 4,875 | 35.9 | 69,759 | 119,696 | 64,755 | | 8 | | |
| 30 Sep. '60 | 75.4 | | 2.3 | | 6 | 4 | 33 | Potomac and Watertown | 1,537,509 | 62,517 | | 665,419 | 1,000,000 | | 192,748 | 75.4 | 79,240 | 80,611 | 37,436 | | | | |
| 30 Sep. '60 | 25.2 | | 2.0 | | 5 | 13 | 70 | Rensselaer and Saratoga | 755,124 | 157,048 | | 610,000 | 140,000 | | 750,000 | 59.2 | 119,325 | 289,353 | 131,525 | | | | |
| 30 Sep. '60 | 18.5 | | 1.2 | 21.3 | | | | Rochester and Genesee Valley | 654,021 | | | 557,560 | 150,000 | | 19,980 | oper. | by B. | N. Y. & K. | 22,047 | | | | |
| 30 Sep. '60 | 18.0 | | 1.0 | | | | | Sackett Harbor, Rome & N.Y. | 70,468 | 1,050 | | 10,305 | | | 61,213 | 18.0 | 3,365 | 634 | 54 | | | | |
| 30 Sep. '60 | 21.0 | | 1.6 | | 2 | 2 | | Saratoga and Schenectady | 480,684 | | | 300,000 | 83,000 | | | oper. | by Ren | s. & Sar. | | | | | |
| 30 Sep. '60 | 40.8 | 6.7 | 3.8 | | 9 | 11 | 84 | Saratoga and Whitehall | 820,518 | 81,166 | | 500,000 | 378,000 | | 3,376 | 47.3 | 114,731 | 175,604 | 60,115 | | | | |
| 30 Sep. '60 | 13.0 | | 0.3 | | 2 | 6 | | State Island | 251,389 | 36,443 | | 62,731 | 162,087 | | 63,374 | 13.0 | 15,720 | 11,500 | | | | | |
| 30 Sep. '60 | 81.3 | | 7.6 | | 13 | 12 | 117 | Syracuse and Binghamton | 2,854,212 | | | 1,200,130 | 1,043,153 | | 121,065 | 81.0 | 191,579 | 227,488 | 139,517 | | | | |
| 30 Sep. '60 | 31.9 | | 3.5 | | 10 | 9 | 123 | Troy and Boston | 1,366,326 | 168,437 | | 605,911 | 806,500 | | 247,155 | 112.0 | 280,643 | 312,066 | 100,237 | | | | |
| 30 Sep. '60 | 6.0 | | | | | | | Troy and Greenbush | 258,835 | 36,073 | | 274,400 | | | | oper. | by B. H. U. | a. River. | | | | | |
| 30 Sep. '60 | 2.1 | | | | | | | Troy Union | 752,901 | | | 30,000 | 680,000 | | | oper. | by other | Co's. | | | | | |
| 30 Sep. '60 | | | | | | | | Warwick Valley | 84,295 | | | 54,500 | 4,500 | | 14,500 | | | | | | | | |
| 30 Sep. '60 | 96.7 | | 11.0 | | 17 | 11 | 288 | Watertown and Rome | 1,948,040 | 327,304 | | 1,499,000 | 772,400 | | 68,112 | 96.7 | 212,235 | 351,167 | 178,067 | | 10 | | |
| North Carolina. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 May, '60 | 94.9 | | 6.4 | | | | | Atlantic and North Carolina | 2,157,503 | * | | 1,545,225 | 400,000 | | 276,372 | 2,419,401 | 64.9 | | 103,953 | 35,572 | | | |
| 31 May, '60 | 223.0 | | | | | | | North Carolina | 4,235,000 | | | 4,000,000 | | | | 223.0 | | | | | | | |
| 30 Sep. '60 | 161.5 | 15.0 | | | 23 | 18 | 182 | Raleigh and Gaston | 1,240,241 | | | 973,300 | 128,200 | | | 97.0 | | 206,917 | 108,541 | | | | |
| 30 Sep. '60 | 161.9 | | | | 24 | 32 | 144 | Wilmington and Manchester | 2,682,737 | * | 232,900 | 1,130,470 | 1,045,000 | | 51,300 | 2,934,509 | 171.9 | | 463,458 | 219,685 | | | |
| 15 Mar. '60 | 81.0 | 3.0 | | | 192.5 | | | Wilmington and Weldon | 2,869,223 | * | 107,000 | 1,340,213 | 791,055 | | 102,391 | 3,114,954 | 171.0 | | 477,554 | 255,201 | | | |
| | | | | | | | | Western North Carolina | 2,000,000 | | 4,700 | 290,212 | | | 70,860 | 364,072 | | | | | | | |
| Ohio. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 118.2 | | | | 17 | 12 | 208 | Atlantic and Great Western | 613,231 | * | | 866,939 | | | 77,294 | | | | | | | | |
| 1 Aug. '59 | 137.0 | | | | 41 | 39 | 508 | Bellefontaine and Indiana | 3,088,218 | | 10,000 | 1,859,813 | 1,267,078 | | 64,251 | 3,565,956 | 118.2 | | 296,368 | 81,508 | | | |
| 31 Mar. '61 | 60.3 | | | | 22 | 28 | 408 | Central Ohio | 5,579,508 | 922,670 | 106,133 | 1,628,356 | 3,673,000 | | 1,126,488 | 6,810,432 | 148.3 | | 597,633 | 71,356 | | | |
| 31 Dec. '60 | 30.0 | | | | 69.1 | | | Cine. Hamilton and Dayton | 2,648,296 | 504,892 | 68,747 | 2,156,800 | 1,356,000 | | | 3,708,392 | 191.0 | | 382,987 | 644,229 | 282,700 | 7 | |
| 1 May, '59 | 131.8 | | | | 31.0 | 16 | 10 | Cine. and Indianapolis June | 6,250,841 | | | 2,441,176 | 3,032,000 | | 228,973 | 131.8 | | 304,168 | 190,745 | | 25 | | |
| 31 Dec. '60 | 135.4 | 5.8 | | | 42 | 31 | 439 | Cine. Wilmington and Zanev. | 4,087,571 | 684,955 | 67,422 | 4,746,100 | 38,000 | | 8,242 | 5,343,275 | 141.2 | | 1,084,692 | 574,276 | | 12 | |
| 31 Dec. '60 | 67.0 | | | | 18.0 | 12 | 11 | Cleveland, Columbus and Cine. | 2,500,017 | 268,303 | 298,971 | 1,155,152 | 1,693,300 | | 304,182 | 3,341,020 | 67.0 | | 220,461 | 369,849 | 238,003 | | |
| 31 Dec. '60 | 95.4 | 1.2 | 37.9 | | 30 | 42 | 470 | Cleveland and Mahoning | 3,221,635 | 549,593 | 541,503 | 3,000,000 | 1,602,000 | | | 4,023,593 | 95.4 | | 402,935 | 1,065,405 | 633,647 | 15 | |
| 30 Nov. '60 | 101.0 | | | | 42 | | | Cleveland and Pittsburgh | 9,320,288 | | | 3,942,368 | 4,918,325 | | 653,821 | 9,661,102 | 203.5 | | 646,413 | 772,093 | 332,093 | 4 | |
| 31 May '61 | 109.2 | 79.4 | | | 32 | 45 | 409 | Cleveland and Toledo | 6,097,178 | 483,160 | 89,298 | 3,343,800 | 3,850,570 | | 196,413 | 7,612,406 | 188.6 | | 919,971 | 493,866 | | 29 | |
| 31 Dec. '58 | 61.4 | | | | 53.0 | 5 | 6 | Cine. Zanesville and Cinein. | 1,574,698 | | | 369,073 | 575,250 | | 632,486 | 61.4 | | 75,120 | 68,128 | 19,763 | | | |
| 31 Dec. '58 | 72.0 | | | | 31.0 | 6 | 9 | Columbus and Indianapolis | 2,555,000 | | | 750,000 | 1,600,000 | | 205,000 | 72.0 | | 144,000 | 84,000 | 17,760 | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | |
|------------------------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------|--------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|------------|--|--|---|-----------|---------|------------|------------------|--|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Cars | | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | Net. | Dividends. | Price of shares. | |
| | | | | | | Passenger. | Freight, etc. | | | | | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | | | | | | | | | |
| PENNSYLVANIA, (Continued.) | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Oct. '60 | 48.9 | | 3.2 | 99.5 | 7 | 7 | 65 | Pittsburg and Connelleville | 2,724,893 | 81,136 | | 1,755,826 | 1,292,700 | 67,869 | 3,378,707 | 60.0 | 113,776 | 80,583 | 29,690 | | | | |
| 31 Dec. '60 | 467.5 | | 56.3 | | 96 | 80 | 1,059 | Pittsburg, Ft. Wayne & Chicago | 16,401,108 | | 91,100 | 6,286,367 | 9,910,655 | 1,727,161 | 18,156,116 | 467.5 | 1,948,501 | 2,335,363 | 761,554 | | | 4 | |
| 30 Sep. '60 | 31.0 | | | 11.0 | | | | Pittsburg and Steubenville | 1,947,462 | | | 1,221,277 | 280,000 | | | | | | | | | | |
| 30 Sep. '60 | 54.0 | | 3.0 | | 7 | 7 | 26 | Schuylkill and Susquehanna | 1,258,700 | | | 1,258,700 | 97,000 | | 1,355,700 | 54.0 | | | | | | | |
| 30 Sep. '60 | 9.2 | 15.3 | 14.9 | | | | | Schuylkill Valley | 573,616 | | | 568,150 | | | 573,616 | 24.5 | | 34,501 | 29,604 | | 34 | | |
| 31 Mar. '61 | 28.0 | 1.2 | 2.0 | | 4 | 1 | 445 | Shamokin Valley & Pottsville | 1,241,487 | 95,888 | 363,004 | 864,450 | 789,970 | 60,821 | 1,724,227 | | | 96,227 | 54,582 | | | | |
| 31 Dec. '60 | 148.0 | | | 140.0 | | | | Sunbury (Phila.) and Erie | 6,393,712 | 107,252 | | 4,606,920 | 4,389,070 | 861,271 | 10,169,869 | 148.0 | | 114,126 | 61,848 | | | | |
| 30 Nov. '60 | 29.6 | 6.6 | 31.9 | | 8 | 3 | 127 | Tioga | 703,349 | 85,932 | | 97,550 | 396,000 | | 29.6 | | | 85,072 | 47,007 | | 6 | | |
| 30 Sep. '60 | 26.4 | | 2.1 | | 4 | 11 | 9 | Westchester and Philadelphia | 1,410,638 | 74,671 | | 682,170 | 944,169 | 52,434 | 1,679,301 | 26.4 | | 125,597 | 4,502 | | | | |
| 30 Sep. '60 | 78.0 | | 6.0 | | 16 | 8 | 126 | Williamsport and Elmira | 4,050,314 | | | 1,500,000 | 2,200,000 | 293,595 | | 78.0 | 199,878 | 238,420 | 860,339 | | | | |
| RHODE ISLAND. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '60 | 50.0 | | 2.0 | | 9 | 13 | 84 | N. Y., Providence and Boston | 2,158,000 | | | 1,508,000 | 306,500 | | 2,158,000 | 50.0 | 147,231 | 208,439 | 96,571 | | 5 | | |
| 30 Nov. '60 | 13.6 | | 0.5 | | | | | Providence, Warren & Bristol | 434,698 | 1,588 | | 287,917 | 109,937 | 36,139 | | 13.6 | 23,514 | 23,005 | 1,278 | | | | |
| SOUTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '60 | 13.2 | 1.5 | | 182.4 | 2 | | 26 | Blue Ridge | 2,126,539 | | | 1,916,515 | 217,577 | | 2,134,092 | 13.2 | | | | | | | |
| 31 Dec. '60 | 54.9 | | | 47.4 | 4 | 3 | 21 | Charleston and Savannah | 801,615 | 34,372 | 250,000 | 706,365 | 195,266 | 197,905 | 1,099,536 | 51.9 | | | | | | | |
| 31 Dec. '60 | 109.6 | | | | 13 | 9 | 176 | Charlotte and South Carolina | 1,719,045 | | | 1,201,000 | 384,000 | | | 109.6 | | 283,263 | 151,536 | | 6 | | |
| 31 Dec. '60 | 40.3 | | | | | | | Cheraw and Darlington | 600,000 | | | 400,000 | 200,000 | | | 40.3 | | | | | | | |
| 1 Jan. '61 | 143.2 | 21.3 | | | | | | Greenville and Columbia | 2,439,769 | 324,161 | | 1,429,008 | 1,145,000 | 245,546 | 2,519,554 | 143.2 | | 341,190 | 125,871 | | | | |
| 31 Aug. '60 | 32.0 | | | | | | | Kings Mountain | 196,230 | | | 200,000 | | | 200,000 | 32.0 | | | | | | 5 | |
| 28 Feb. '60 | 102.0 | | | | | | | Laurens | 543,403 | | | 400,000 | 106,218 | | 575,729 | 102.0 | | 27,568 | 8,527 | | | | |
| 31 Dec. '60 | 136.0 | 106.0 | | | 62 | 59 | 790 | North-Eastern | 2,011,652 | | | 985,743 | 960,410 | 108,172 | 2,057,325 | 136.0 | | 220,014 | 96,145 | | | | |
| 31 July '60 | 25.1 | | | 41.9 | | | | South Carolina | | | | | | | | 25.1 | | 1,499,636 | 701,943 | | 7 | | |
| | | | | | | | | Spartanburg and Union | | | | | | | | | | | | | | | |
| TENNESSEE. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '60 | 47.6 | | | | | | | Central Southern (Tenn.) | 1,021,439 | 58,133 | | 505,214 | 514,000 | 99,110 | 1,137,707 | 47.6 | | | 29,967 | 19,187 | | | |
| 1859. | | | | 17.0 | 2 | | 14 | Edgefield and Kentucky | 857,947 | | | 333,204 | 612,000 | 60,900 | | 30.0 | 29,845 | 9,359 | 7,486 | | | | |
| 1859. | 30.0 | | 1.5 | | 12 | 10 | 171 | East Tennessee and Georgia | 3,637,367 | | | 1,289,673 | 2,020,000 | 200,000 | | 140.0 | | 318,718 | 187,466 | | | | |
| 1859. | 140.0 | | 8.0 | | 10 | 10 | 128 | East Tennessee and Virginia | 2,310,033 | 156,264 | | 536,654 | 1,902,000 | 390,407 | 130.3 | 150,142 | 297,806 | 314,967 | | | | | |
| 1860. | 271.6 | 19.4 | 20.0 | 43 | 37 | | 667 | Memphis and Charleston | 6,866,578 | 878,069 | 129,364 | 3,809,949 | 2,659,000 | 260,112 | 7,627,797 | 271.6 | | 1,635,096 | 873,597 | | | | |
| 1859. | 271.6 | 16.0 | 20.0 | 3.9 | 9 | 6 | 242 | Memphis and Ohio | 2,259,267 | | | 570,000 | 1,361,000 | 145,000 | | | | | | | | | |
| 1859. | 100.0 | | 30.6 | 55.8 | | | | Memphis, Clark & Louisville | 2,000,000 | 100,500 | | 298,721 | 740,000 | | | | | | | | | | |
| 1859. | 59.0 | | | 40.1 | 7 | 5 | 119 | Mississippi and Tennessee | 1,137,400 | | | 798,285 | 554,949 | 319,518 | | 59.4 | 60,870 | 177,256 | 60,029 | | | | |
| 1859. | 47.4 | | 2.3 | 4 | 6 | | 46 | Mississippi Central and Tenn. | 892,710 | 82,903 | | 317,447 | 632,500 | 22,369 | | 47.4 | 54,175 | 83,129 | 44,666 | | | | |
| 1859. | 34.2 | | 7.0 | | 12 | 2 | 81 | McMinnville and Manchester | 633,807 | 56,516 | | 144,894 | 406,000 | 5,000 | | 34.2 | 30,065 | 23,808 | 13,892 | | | | |
| 30 Nov. '60 | 149.7 | 44.0 | 7.9 | | 39 | 17 | 319 | Nashville and Chattanooga | 3,632,882 | | | 2,056,544 | 1,731,000 | | 159.0 | | 734,118 | 337,334 | | 6 | | | |
| 1860. | 45.8 | | 4.2 | 11.7 | 5 | 5 | 32 | Nashville and Northwestern | | 76,016 | | 595,922 | 860,000 | 204,544 | | 45.8 | 57,950 | 127,953 | 87,243 | | | | |
| 1859. | 30.0 | | 0.6 | 8.0 | | | | Tennessee and Alabama | | | | 216,962 | 413,000 | 408,477 | | 30.0 | | 1,248 | | | | | |
| TEXAS, (all aided by State.) | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '60 | 32.0 | | | 158.0 | | | | Buffalo Bayou, Braz. & Col'do | | | | | | | | 32.0 | | | | | | | |
| 31 Dec. '60 | 56.0 | | | 184.0 | | | | Galveston, Houston & Henderson | | | | | | | | 56.0 | | | | | | | |
| 31 Dec. '60 | 50.0 | | 1.5 | 75.0 | 2 | 1 | 40 | Houston and Brazoria | 1,250,000 | | | 275,000 | 240,000 | 171,563 | | 50.0 | 31,300 | 32,670 | | | | | |
| 1 May '60 | 70.0 | | 6.0 | 280.0 | 7 | 5 | 124 | Houston and Texas Central | 4,232,345 | | | 455,000 | 975,000 | 369,000 | | 70.0 | 102,200 | 282,346 | 196,568 | | | | |
| 31 Dec. '60 | 28.0 | | | 110.0 | | | | San Antonio & Mexican Gulf | | | | | | | | 28.0 | | | | | | | |
| 31 Dec. '60 | 28.0 | | | 766.0 | | | | Southern Pacific | | | | | | | | 28.0 | | | | | | | |
| VERMONT. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 May, '60 | 90.7 | | 8.6 | 19.6 | 8 | 8 | 188 | Connect. & Passumpsic Rivers | 1,514,132 | 193,422 | | 1,280,400 | 800,000 | | 90.7 | 122,200 | 187,646 | 64,619 | | | | | |
| 31 Aug. '60 | 119.6 | | 13.0 | | 26 | 18 | 600 | Rutland and Burlington | 3,989,708 | 617,743 | | 2,233,376 | 3,172,550 | 779,119 | 6,385,045 | 119.6 | | 349,440 | 334,368 | 113,318 | | | |
| 31 Aug. '60 | 62.0 | | 4.0 | | 10 | 6 | 174 | Rutland and Washington | 1,771,683 | | | 950,000 | | | 62.0 | | 142,839 | 150,318 | 30,288 | | | | |
| 31 Aug. '60 | 119.0 | | 20.0 | | 42 | 28 | 886 | Vermont Central | 8,402,055 | | | 5,000,000 | 3,853,000 | 1,423,299 | 10,276,299 | 119.0 | | 706,817 | 775,569 | 127,727 | | | |
| 31 Aug. '60 | 47.0 | | 2.8 | | | | | Vermont and Canada | 1,350,695 | | | 1,350,000 | | | 1,350,695 | 47.0 | | | | | | 91 | |
| 31 Aug. '60 | 28.7 | | 0.7 | | 3 | 4 | 43 | Vermont Valley | 1,212,274 | 89,612 | | 516,164 | 793,200 | | 28.7 | | 47,950 | 45,930 | 8,522 | | | | |
| 31 Aug. '60 | 54.0 | 10.5 | | | | | | Western Vermont | 1,083,500 | | | 332,000 | 700,000 | | 1,083,500 | 54.0 | | | | | | | |
| VIRGINIA. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '60 | 41.3 | | | 122.1 | | | | Alex. Loudoun & Hampshire | 1,492,194 | 42,000 | | 1,408,018 | 36,188 | 88,131 | 1,534,194 | 41.3 | | 703,034 | 136,802 | 43,062 | | | |
| 30 Sep. '60 | 77.8 | 8.9 | 3.8 | 105.6 | 9 | 5 | 221 | Manassas Gap | 2,942,548 | 210,680 | | 2,969,861 | 775,500 | 118,789 | | 77.8 | | | | | | | |
| 30 Sep. '60 | 79.2 | | 4.8 | | 5 | 2 | 75 | Norfolk and Petersburg | 2,006,873 | 122,156 | | 1,600,124 | 590,610 | 155,161 | 9 months | 79.2 | | 47,702 | 54,121 | 16,332 | | | |
| 30 Sep. '60 | 103.5 | | | | | | | Northwestern Virginia | 5,322,150 | | | 488,005 | 5,719,229 | | 103.5 | | 345,427 | 248,004 | loss | | | | |
| 30 Sep. '60 | 83.3 | 68.4 | 10.0 | | 16 | 16 | 175 | Orange and Alexandria | 2,063,655 | 2,517,500 | | 2,063,655 | 2,517,500 | 590,066 | 167.7 | | 270,846 | 450,427 | 222,214 | | | | |
| 30 Sep. '60 | 123.8 | 10.1 | | | 19 | 13 | 279 | Petersburg and Lynchburg | 3,040,636 | 374,996 | | 1,395,300 | 1,851,500 | 292,842 | 4,745,255 | 133.4 | | 410,166 | 201,344 | | | | |
| 30 Sep. '60 | 59.2 | 21.3 | | | | | | Petersburg and Roanoke | 1,223,526 | | | 883,200 | 102,500 | 5,799 | 1,486,527 | 80.5 | | 326,564 | 213,852 | | 74 | | |
| 30 Sep. '60 | 140.5 | 2.7 | 12.0 | | 28 | 30 | 41 | Richmond and Danville | 3,729,037 | | | 1,981,197 | 1,200,000 | 75,908 | 6,753,655 | 143.2 | | 224,014 | 560,904 | 282,328 | | 87 | |
| 30 Sep. '60 | 76.1 | | 4.5 | | 11 | 10 | 196 | Richm., Frederick & Potomac | 1,985,579 | | 52,800 | 1,041,880 | 643,960 | 96,828 | | 76.1 | 159,931 | 279,945 | 145,385 | | 7 | | |
| 30 Sep. '60 | 22.2 | 2.8 | 5.1 | | 10 | 7 | 188 | Richmond and Petersburg | 1,222,523 | | | 885,750 | 204,808 | 26,553 | | 43.5 | 1,058,054 | 163,753 | 79,535 | | 6 | | |
| 30 Sep. '60 | 23.7 | | 0.2 | 14.6 | 2 | | | Richmond and York River | 704,840 | 20,554 | | 657,812 | 85,000 | | 23.7 | | 12,542 | | | | | | |
| 31 Jan. '60 | 80.0 | | | | 10 | 11 | 161 | Seaboard and Roanoke | 1,469,246 | | 1,200 | 844,200 | 472,811 | 52,926 | 1,639,648 | 80.0 | | 240,446 | 121,053 | | 7 | | |
| 30 Sep. '60 | 178.2 | | 21.3 | 7.0 | 27 | 19 | 278 | Virginia Central | 4,952,753 | 541,197 | 33,948 | 3,162,754 | 1,480,592 | 52,929 | 4,832,929 | 195.0 | | 280,968 | 634,081 | 359,130 | | 5 47 | |
| 30 Jun. '60 | 294.7 | 9.4 | 10.6 | | 39 | 27 | 324 | Virginia and Tennessee | 5,994,259 | 838,475 | 2,400 | 3,452,813 | 3,265,000 | 571,968 | 10,233,271 | 214.0 | | 480,193 | 740,489 | 347,957 | | | |

New York Stock Exchange.

Sale Prices for the week ending August 21, 1861.

Th. 15. F. 16. Sat. 17. M. 19. Tu. 20. W. 21.

FEDERAL STOCKS:—

| | | | | | |
|-----------------------|------|------|------|-----|-----|
| U. S. 5s, 1871 | 80½ | 81 | 79½ | 80 | 80 |
| U. S. 5s, 1874 | 81 | 81 | 80½ | 80 | 80 |
| U. S. 5s, 1865 | 86 | 86 | 86 | 86 | 86 |
| U. S. 5s, 1861 | 88½ | 88½ | 88 | 88 | 88 |
| U. S. 5s, 1862 | 95 | 95 | 95 | 95 | 95 |
| U. S. 5s, 1867 | — | — | — | — | — |
| U. S. 5s, 1868 | — | — | 88 | 87½ | 87½ |
| U. S. 5s, 1869 | — | — | 88 | 87½ | 87½ |
| Treas. 12 p. c. notes | 101½ | 101½ | 100½ | 101 | 101 |
| " 104 " | — | — | — | — | — |
| " 6 " 2 years 96½ | 97½ | 97½ | 97½ | 97½ | 97½ |

STATE STOCKS:—

| | | | | | |
|----------------------------|-----|-----|-----|------|------|
| California 7s | 76½ | 76½ | 76 | 75½ | 75½ |
| Georgia 6s | 70 | 70 | 77 | 68 | 67½ |
| Illinois 6s | 81½ | 82 | 80 | 79 | 80 |
| Indiana 6s | — | — | — | 75½ | 75½ |
| Kentucky 6s | — | — | — | 77½ | 77 |
| Louisiana 6s | 64½ | 64 | 64 | 63 | 63 |
| Maryland 6s | — | — | — | — | — |
| Michigan 6s | — | — | 80½ | 80 | 80 |
| Minnesota 8s | — | — | — | — | — |
| Missouri 6s | 43½ | 43½ | 43½ | 42 | 42½ |
| Do. iss. to H. & St. J. R. | 46 | 47 | 47 | 46 | 45½ |
| New York 6s, 1863 | — | — | — | 100½ | 100½ |
| " 7s, 1864 | — | 107 | — | — | — |
| North Carolina 6s | 66 | 66½ | 66 | 65 | 64½ |
| Ohio 6s, 1860 | 91 | — | — | — | — |
| Tennessee 6s, 1860 | 44½ | 43½ | 43½ | 42½ | 43 |
| Virginia 6s | 56½ | 55 | 55 | 54 | 53½ |

RAILROAD SHARES:—

| | | | | | |
|---------------------------|-----|-----|-----|-----|-----|
| Chicago, Burl. and Q. | 59½ | 59 | 58½ | 58 | 58½ |
| Chicago and Rock Isl. | 39½ | 39½ | 38½ | 38 | 39½ |
| Clev., Col. and Cin. | — | — | 94 | 94 | 95 |
| Clev., Painesv. & Asht. | — | — | — | — | — |
| Clev. and Pittsburg | — | — | — | — | — |
| Clev. and Toledo | 30½ | 29 | 28½ | 29 | 29½ |
| " " S. F. | — | 73 | — | — | — |
| Del., Lack. and West. | — | — | — | — | — |
| Galena and Chicago | 60½ | 60½ | 64½ | 65 | 65 |
| Hudson River | 33½ | 33½ | 33 | 32½ | 33 |
| Illinois Central (scrip) | 64 | 63½ | 63 | 63 | 63½ |
| Indianapolis and Cinc. | — | — | — | — | — |
| Michigan Central | 41½ | 41½ | 41 | 41 | 41½ |
| M. S. and N. I. guard, 29 | 28 | 28 | 27½ | 27 | 27½ |
| M. S. and N. I. | — | — | — | 12½ | — |
| Mil. and P. du Chien | — | 14½ | — | — | — |
| New Jersey Central | — | — | — | — | — |
| New York Central | 74½ | 73½ | 73½ | 73 | 73½ |
| Erie | 26½ | 26½ | 25½ | 25 | 26½ |
| Erie pref. | 49½ | 49½ | 48 | 48 | 48 |
| Erie Assessment Scrip | 80 | — | — | — | — |
| N. York and Harlem | — | 104 | 104 | — | — |
| N. Y. and H. "pref." | 25½ | — | — | 24½ | — |
| Panama | 107 | — | 106 | 106 | 106 |
| Phila. and Reading | 36 | 35½ | 35 | 35 | 35½ |
| Stonington | — | — | — | — | — |

RAILROAD BONDS:—

| | | | | | |
|---------------------------------|------|-----|-----|-----|------|
| Buff. N. Y. & Erie 1 M. | — | — | — | — | — |
| Chic. and N. W. 1st M. | 39 | — | 38 | — | 35 |
| " " 2d M. | — | — | — | — | — |
| " " S. F. | — | — | — | — | 80 |
| Ch. & Tol. S. F. 7 p. c. '85 | — | — | — | — | — |
| Chi. Bur. and Q. 8 p. c. | 92½ | — | 92½ | 92½ | 92½ |
| D. L. & W. I. M. 8 p. c. '71-5 | — | — | — | — | 95 |
| " 2 M. 8 p. c. '81 | — | — | — | — | 98 |
| Gal. and Ch. I. M. 8 p. c. '63 | 97 | — | 97 | — | — |
| " 2 M. 8 p. c. '75 | 96 | — | — | — | 95½ |
| Hann. & St. J. 1 M. 8s | — | — | — | — | 31 |
| Hudson R. 1 M. 7 p. c. '69 | 102½ | — | 103 | — | 102½ |
| " 2 M. 7 p. c. '60 | — | — | — | — | — |
| " 3 M. 7 p. c. '75 80 | — | — | — | — | — |
| " sink fund. | — | — | — | — | — |
| Illinois Centr. 7 p. c. '75 80½ | 90 | 89½ | — | — | 90 |
| " 6 p. c. '75 80½ | 90 | 89½ | — | — | 90 |
| L. Erie & Wab. 1 M. | — | — | 61 | — | 58½ |
| " " 2 M. | — | — | 28 | — | 25 |
| Mich. Cen. S. F. 8 p. c. '82 | — | — | 96½ | — | 96 |
| " conv. 8 p. c. '69 | — | — | — | — | 75 |
| Mich. Southern 1st M. | — | — | — | — | — |
| " " 2d M. | — | — | — | — | — |
| " " S. F. | — | — | 74 | — | 74 |
| M. S. & N. I. 1 M. S. F. | — | — | — | — | 73½ |
| " 2 M. 8 p. c. '77 00½ | — | 60½ | — | — | 55 |
| Northern Ind. 1 M. | — | — | — | — | 75 |
| " " 2 M. | — | — | — | — | — |
| N. J. Central 1st M. | — | — | — | — | — |
| " " 2d M. | — | — | — | — | — |
| N. Y. C. 6 p. c. certif. '83 | 92 | — | 92½ | 92 | 91 |
| " 1 M. 7 p. c. '64 | — | — | — | — | 100 |
| " bonds 1876 | — | — | — | — | — |
| N. Y. & E. 1 M. 7 p. c. '67 | — | — | 103 | 103 | — |
| " 2 M. 7 p. c. '79 | — | — | — | — | 100 |
| " 3 M. 7 p. c. '83 86½ | — | — | — | 85 | 83 |
| " 4 M. 7 p. c. '80 | — | — | — | 72 | — |
| " 5 M. 7 p. c. '83 | — | — | — | — | 63 |
| " conv. 7 p. c. '62 | — | — | — | — | — |
| " 7 p. c. '71 | — | — | — | — | — |
| " S. F. '75 | — | — | — | — | — |
| N. Y. & H. 1 M. 7 p. c. '73 98 | 97½ | — | — | — | — |
| " 2 M. 7 p. c. '64 | — | — | — | — | — |
| " 3 M. 7 p. c. '67 | — | — | — | — | — |

MISCELLANEOUS:—

| | | | | | |
|------------------------|-----|----|----|-----|-----|
| Del. and Hud. Canal | 84 | — | 83 | 80 | — |
| Cumberland Coal Co. | — | — | — | — | — |
| Penn. Coal Co. | 78 | 77 | — | 77 | 76 |
| Pacific Mail S. S. Co. | 77½ | 78 | 70 | 70½ | 70½ |

The following are the closing prices in the London Market on the 3rd August:

| | |
|--|------------|
| United States 5s, 1874 | 76½ to 77½ |
| Virginia 6s | 46½ to 47½ |
| Erie shares, ex assessment scrip | 26½ to 27½ |
| Erie shares, 7 per cent. preference | 45½ to 46½ |
| Erie shares, assessment scrip | 1½ to 2 |
| Illinois Central 6s, 1875 | 78 to 80 |
| Illinois Central 7s, 1875 | 84 to 85 |
| Illinois Central \$100 shares, \$80 paid, dis. | 36½ to 35½ |
| Illinois Central, all paid | 62 to 64 |
| Michigan Central 8s, Convertible, 1869 | 81 to 83 |
| Michigan Central Sinking Fund 8s, 1832 | 85 to 87 |
| Michigan South. and North. Indiana 7s, 1885 | 60 to 65 |
| New York Central 6s, 1863 | 83 to 85 |
| New York Central 7s, 1864 | 89 to 91 |
| New York Central 7s, 1876 | 90 to 92 |
| New York Central 7s, 1876 | 91 to 93 |
| New York Central \$100 shares | 71 to 73 |
| New York and Erie 7s, 1867 | 92 to 94 |
| New York and Erie, 2d mort., 1869 | 90 to 92 |
| New York and Erie, 3d mort., 1883, assessed | 78 to 80 |
| New York and Erie Bonds, 1862, '71, '75 | — to — |
| New York and Erie shares, assessed | — to — |
| Panama, 1st mortgage 7s, 1865 | 98 to 100 |
| Panama, 2d mortgage 7s, 1872 | 96 to 98 |
| Pennsylvania Central 6s | 85 to 87 |
| Pennsylvania Central 2d mortgage | 81 to 83 |
| Pennsylvania Central \$50 shares | 34 to 36 |
| Philadelphia and Reading \$50 shares | 15 to 20 |

American Railroad Journal.

Saturday, August 24, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

There has been a large fluctuation in prices at the Stock Exchange during the past week, due, chiefly, to warlike rumors from Washington, and to the foreign news, which were unfavorably construed. There appears, however, to have been no adequate cause for the distrust which for a time prevailed, and there has been a considerable recovery from the decline, and better feeling prevails, and the tendency of the market is upward. The improvement, however, has not been large in Border State Stocks. Nearly the whole list of shares is better. The principal event of the week is the consummation of the negotiations between the Government and the Banks, whereby the latter have taken \$50,000,000 of the new loan. Ten per cent. of the amount is already paid in. The prompt response of our capitalists to the wants of government has exerted a happy influence. The ability of the Banks named to take the \$50,000,000 is ample. The capital of the Banks of the three cities is \$120,000,000—of all the loyal States \$329,000,000. The banking capital of New England, outside of the city of Boston, is \$85,449,071, or very nearly twice as great as that of its metropolis. The deposits in the Banks of discounts in the loyal States are \$207,388,618. The deposits in the Savings' Banks are nearly as large—those in the State of New York being \$67,450,397; of Massachusetts, \$45,054,584, of Rhode Island, \$7,765,771; Connecticut, \$20,161,942—making an aggregate for the four States of \$141,378,110. The deposits in all the Savings Banks in the loyal States probably equal nearly \$200,000,000; and in the Banks of discount and deposit fully \$400,000,000. The action of the Banks as well as the increased activity and energy of the government, have exerted a favorable influence, and already considerable improvement is seen in business and commercial circles. The great drawback, however, to the business of New York, is the great falling off of its foreign trade. The total value of importations into this port since January, 1861, have been \$88,658,826; for a corresponding period

in 1860, \$161,643,064, showing a diminution of \$82,970,238. The exports during the same period have been \$82,061,855, against \$55,658,632 for a corresponding period of 1860, showing an increase of \$26,403,223. This striking change in the commerce of the port explains the very large importations of specie since the commencement of the year. Money continues very abundant; the negotiation of the new loan not apparently exerting any influence upon the rates.

Holders of the first mortgage bonds of the Chicago and Northwestern Railway Company are informed that the bonds to be given in exchange for the first six coupons from each of said bonds, pursuant to the vote of the bondholders at their meeting, July 18, are now ready, and they are requested to present said coupons for exchange, without delay, at the agency of the Company, No. 12 Wall st.

The coupons on the bonds of the Boston, Concord and Montreal Railroad Company due Aug. 15, will be paid at the office of J. A. Underwood & Son, No. 18 Exchange Place, New York and at the office of Lyon & Vose, Nos. 1 and 3 Liberty Square, Boston.

Chesapeake and Delaware Canal.

This Canal commences in Delaware City, on the Delaware River, 42 miles below Philadelphia, and runs to Back Creek, a tributary of Elk River, which falls into the Chesapeake Bay, a distance of 13.63 miles. It has three locks—one having a lift of 16 feet on the Chesapeake side, and two on the Delaware side of 8 feet each. The locks are 220 feet by 24 feet, and passes vessels drawing 9 feet of water. There is also a tide lock at either terminus. The deepest cut is about 86 feet. The canal is supplied with water by pumping engines. This was one of the first works of the kind undertaking in the United States. The near approach of the two great indentations of the coast formed by the Chesapeake and Delaware Bays, mutually suggested their connection, by artificial means for commercial purposes, as well as for the maintenance of internal communication in time of war. In 1808 a complete survey of the route was made to ascertain its feasibility for the proposed work, but nothing was done in the way of construction till 1824, when the route was finally located and the work commenced. It involved many difficulties and obstacles not anticipated, and its cost greatly exceeded the estimates; and it was till the fall of 1829 that it was formally opened for business. For many years its revenues were small and the finances of the company were in an embarrassed condition. It was not till some fifteen years after its opening that it earned the interest on its debts. Up to 1847, the amount overdue had reached the sum of \$796,592. At that time the revenues of the canal had so increased as to afford a prospect that, for the future, the earnings would discharge the accruing interest, and a proposition was made to the bondholders to convert the arrears into certificates due in 20 years from July 1, 1847, which was acceded to. In 1858, a further loan, amounting to \$195,900, was authorized and made for the construction of new locks. In 1856, the bonds of 1836, amounting to \$1,593,185, became due, and for the purpose of funding these, and consolidating all the liabilities of the company into one class, the canal and property of the company were mortgaged as security for a new issue

of bonds to the amount of \$2,800,000, due in 30 years from July 1, 1856, and into which all the different classes of indebtedness have been converted, with the exception of \$72,056. Since 1847, the accruing interest has been regularly met. A dividend of three per cent. was declared June 1, 1853. No farther dividend has been paid. The capital stock paid in, including old, new and united stocks, is \$1,343,563 50. The funded debt amounts to \$2,729,400, described as follows: 1st mortgage, 6 per cent. coupon bonds, \$2,657,343 21, dated July 1, 1856, and payable in 30 years, interest payable semi-annually in Philadelphia. Loan of 1836, (due in 1856) \$50,067 80. Loan of 1847, (due in 1867) \$21,988 99.

The receipts from tolls for the year ending May 31, 1861, were \$195,946 39; from other sources, \$12,753 60—making a total of \$208,699 99. The contingent and incidental expenses, including all items for repairs, salaries, wages, interest on loans, and all other expenses, amount to the sum of \$224,409 38. The income account is as follows:

| RECEIPTS. | |
|-------------------------------------|--------------|
| Balance from previous year..... | \$20,910 83 |
| Tolls received during the year..... | 195,946 39 |
| Temporary loans paid in..... | 27,000 00 |
| Sinking fund..... | \$6,751 94 |
| Temporary investment..... | 3,715 36 |
| Dividend fund..... | 971 80 |
| Money loaned out..... | 465 00 |
| | 11,904 10 |
| For erection of telegraph line..... | 500 00 |
| Rents, etc..... | 394 50 |
| | \$256,610 82 |

| EXPENSES. | |
|--------------------------------------|--------------|
| Ordinary expenses at the canal..... | \$30,520 86 |
| Water works—for fuel..... | 6,095 83 |
| for ways and repairs..... | 8,486 08 |
| Wickets for new locks..... | 2,836 34 |
| Telegraph line..... | 1,385 00 |
| Incidental expenses..... | 11,131 41 |
| Interest on mortgage loans, etc..... | 163,953 86 |
| Loans (\$8,000 mort.) purchased..... | 6,684 66 |
| Balance in hand of treasurer..... | 25,516 78 |
| | \$256,610 82 |

The expenditures for repairs and maintenance of the works have been larger than for either of the past three years. The expenses in the Deep Cut, in consequence of a tendency to slides manifesting itself, have been one cause of the increase. The road bridges over the canal, and the approaches and guards connected with them, have required a large outlay for repairs. The bridge at Chesapeake city has been entirely rebuilt. The re-opening of Exton's drain; repairing of company's wharf at Delaware city; wickets for new locks; telegraph line, etc., are extraordinary in their character and amount, and cannot be considered as embraced in the amount required for the annual ordinary maintenance of the canal and its works. The report says:

The past year commenced with the brightest prospects, which have been presented for many years; for five months these prospects were more than realized, and if our business had continued to the end of the year, as it had commenced, our income would not only have been sufficient for all ordinary as well as extraordinary purposes, but a large surplus with which to commence the present year, would now be in the Treasury. The fallen condition of our business for the last six months, has compelled the Board to present a Statement, very different from that which it had the best reasons to anticipate but a few months ago—causes well known to the whole public, deeply to be lamented by every citizen, have arisen, by which

the trade passing through the Canal from and to the Chesapeake Bay, as well as that from the Tide-Water Canal and Susquehanna River, has either been temporarily suspended or entirely abandoned.

The following is a statement of the financial condition of the company May 31, 1861.

| | |
|-------------------------------------|----------------|
| Cost of canal..... | \$3,561,785 25 |
| Cost of old feeder..... | 110,925 00 |
| | 3,672,710 25 |
| Temporary investments..... | 62,922 84 |
| Sinking fund, viz: | |
| Stock of C. & D. Canal Co..... | \$100,000 00 |
| Mort. loan held by trust..... | 112,532 26 |
| | 212,532 26 |
| Dividend fund..... | 82,549 92 |
| Real estate..... | 16,731 45 |
| Balance in Treasury..... | 25,516 78 |
| | \$4,072,063 50 |
| Capital stock..... | \$1,343,563 50 |
| Mortgage loan..... | 2,657,343 21 |
| Balance of funded debt of 1856..... | 50,067 80 |
| " " " " 1867..... | 21,988 99 |
| | \$4,072,963 50 |

The "dividend fund" was created in 1856, in pursuance of the mortgage of that year, which required that \$25,000 per annum should be used in the purchase of the company's bonds, if such amount of surplus revenue should be made, and that the bonds purchased should be cancelled and converted into stock at par, and be divided among the stockholders at some future time. The "sinking fund" is simply the loans of the company purchased for the use of the company as occasion may require.

President—A. C. GRAY, Newcastle, Del.

Directors—Algernon S. Roberts, Samuel W. Jones, George Cadwalader, I. Pemberton Hutchinson, Francis R. Cope, C. H. Fisher, Samuel Norris, Francis Hopkinson, Joseph Swift, Samuel C. Morton, Joseph Jones, Tobias Wagner, J. Francis Fisher, John Bohlen.

Treasurer—H. V. LESLEY, Philadelphia.

Euphrates Valley--the Route to India.

It is not too much to say that there is no existing or projected railroad that can for a moment compare, in point of interest and importance, with that of the Euphrates Valley. It brings two quarters of the globe into juxtaposition, and three continents—Europe, Asia and Australia—into correlation. It binds the vast population of Hindostan by an iron link with the people of Europe, it inevitably entails the colonization and civilization of the great valleys of the Euphrates and Tigris, the resuscitation in a modern shape of Babylon and Nineveh, and the reawakening of Ctesiphon and Bagdad of old. It will also settle the mail route to and from Australia and China—an element of prosperity of very great importance—for the passenger traffic from the Australian colonies exceeds one hundred weekly, and ere the railway can be completed will be five times that number—of whom more than half will take the shortest route; while the number of emigrants from this country who will prefer a passage of forty to over eighty days may also be fairly expected to be very large.

According to Sir John Macneill, who was assisted in the survey by Captain Burgess, and the officers of H. M.'s steamship "Stromboli," there is every facility for making a harbor in the vicinity of the ancient port of Seleucia, near the mouth of the Orontes, and the country *via* Antioch, Killes and Ailam, to Aleppo, ninety miles in length, presents no engineering difficulty. By making a detour, a rich settled country, dotted over with towns and villages, is accommodated, and branch lines would be unnecessary. A large traffic is already in existence, as the toll books at a bridge on the

Orontes show that about 1,200 camels and horses laden pass each day. This will be the most important portion of the railway, from the Mediterranean to the Persian Gulf, the link from Seleucia to Aleppo is in itself a complete work, having a port at one end and the chief emporium of Mesopotamia at the other, to which the traffic from India, Bagdad, &c., converges. Or should the railway be carried on to the Euphrates, sixty miles beyond Aleppo, by the route recommended by General Chesney and Sir John Macneill, there would be a still more perfect work of about one hundred and fifty miles in length, beginning at a port in a great sea and ending at the head of a navigable river in a greater ocean. This would be of itself, and by itself, a complete, perfect, and profitable enterprise; not only would a new country be opened up to European enterprise, but a directness in the route to India obtained, which few would believe who do not work it out on the map.

Taking the line of the Austrian railways to Trieste, thence by rail to Jabor Castle, down the stream of the Euphrates and by the Persian Gulf to Kurrachee, where the Scinde, the first complete Indian project, commences the future network of Indian lines, the traveler will follow a route as direct as any railway can be expected to afford. Eight days and six hours will take the traveler through Trieste to Seleucia, thence the railway will take him in five hours to the head of the navigable waters of the Euphrates. Three days and three hours more will see the river voyage completed to Bussorah; and three more days—making in all fourteen—bring the traveler to Kurrachee, where the Scinde keeps the western door of the railways of our Indian empire. Like most of the other railways for which India is indebted to Mr. Andrew, this line from Seleucia to Jabor Castle, though complete in itself, is regarded by him as the parent of further projects, whose construction will depend on the success of the parent line, and will gradually lessen the distance between the Mediterranean and the Persian Gulf. Thus he would extend his works by degrees along the valley of the river by Phumsah, the ancient Thapsacus, cross thence into Mesopotamia, working down the valley by Annah and Hit to the environs of Bagdad, and thence by Babylon and Hillah to the point where the Tigris and the Euphrates join at Kurnah, and the united stream becomes deep enough for steamers of the largest size. Other branches, too, might top the Persian Gulf at Scherster, or at Bussorah, where the trade is extensive, and the accommodation for ships of large tonnage already ample.—*London and China Telegraph.*

Pneumatic Despatch Company.

This company have been making experiments during the week on a length of tubing extending from the Battersea Steamboat Pier along the bank of the Thames for a distance of something over a quarter of a mile. The section of the tube is circular on the top, partly straight on the sides, and flat underneath where it rests on the ground. The horizontal section of the tube is about 30 inches in the clear, and the vertical section about 36 inches. Two ledges cast along the inside of the lower part of the tube form the rails for the iron carriages to travel on. The carriages are about 8 feet in length, open on the top, and run upon four wheels along the interior of the tube through which they are propelled by means of atmospheric pressure behind, and a vacuum in front of them. The tube from one end to the other is formed of cast iron in convenient lengths, and made air tight. The tube in its course has been made to represent in some cases gradients as steep as Holborn Hill and others of less ascent, it also forms rather quick curves in some places, with a view to show that the apparatus is capable of surmounting irregularities in level or quick curves on the plan. The cars which are propelled through the tube do not fit it exactly, there being sufficient play left so as not to become jammed any where inside, either while running on a level or in a curve. In order to propel the cars through the tube a partial vacuum is formed at the other end of the tube by means of a steam engine having a fly-wheel of 21

feet in diameter attached to it. This fly-wheel is formed by two discs about 30 inches apart on the axle gradually closing all round to about three inches on the circumference. The interior of this is divided into a number of compartments radiating from the centre towards the circumference. The fly-wheel thus performs two offices, that of a powerful fly-wheel, and an exhausting fan—for as the wheel is driven round, the air is drawn from chambers near its axle communicating with the main tube, and thus as it revolves rapidly throws off the air from the open compartments formed between the two discs on the periphery of the fly-wheel. This appears to be an admirable contrivance for the purpose of exhausting the air in the tube, and the steam engine works from beginning to end with great smoothness and efficiency. The velocity of the fly-wheel varies from 100 to 150 revolutions per minute, increasing in velocity as the partial vacuum extends along the tube and the cars advance. The cars traveled along the tube at the rate of about 16 or 17 miles an hour, and in some of the experiments on Wednesday, two laborers were conveyed in the cars through the tube, showing that there was plenty of air around them during the journey. The experiments were considered satisfactory. Mr. T. W. Ramwell and Mr. Latimer Clark are the engineers. The requirements of the proposed traffic, the necessary distance of the engine stations along a line of tubing, and other essential particulars so as to insure the greatest economy and efficiency in working, will have to be solved by experiments of a much more extended character than those in operation at Battersea.—*Herapath.*

Railroad Earnings.

The earnings of the Hudson River Railroad for July, 1861, were\$114,795 33
July, 1860..... 140,865 92

Decrease.....\$26,071 59

Earnings for 10 months commencing October 1st, 1860\$1,707,965 12
Same period previous year..... 1,703,565 52

Increase.....\$3,399 60

The net receipts of the New York and Harlem for July, 1860, were\$100,036 17
1861..... 92,898 07

Decrease.....\$7,138 10

The earnings for the last seven months compare with the corresponding periods of 1860 as follows:—

| | 1861. | 1860. |
|----------------|-------------|-------------|
| January | \$58,184 35 | \$37,519 76 |
| February | 44,026 96 | 32,301 23 |
| March | 43,636 52 | 39,501 04 |
| April | 49,102 19 | 45,810 59 |
| May | 112,265 44 | 59,082 39 |
| June | 141,771 03 | 48,797 30 |
| July | 107,399 96 | 37,429 36 |

Total.....\$556,386 55

Increase.....\$255,944 88

The following is a statement of the approximate earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of July, compared with the same period of last year, viz:

| | 1861. | 1860. |
|-----------------------|--------------|-------------|
| From Freight | \$103,180 15 | \$78,595 86 |
| " Passengers | 57,251 90 | 56,195 48 |
| " Express | 2,700 00 | 2,600 90 |
| " Mails | 7,825 00 | 7,825 00 |
| " Rent of road | 7,083 34 | 7,083 34 |
| " Miscellaneous | 370 50 | 1,732 31 |

Total.....\$178,410 89

Increase.....\$24,378 90

Earnings January 1, to July 31\$1,554,812 77
Increase.....\$378,484 96

The business of the Toledo and Wabash Railroad for July was:

| | 1860. | 1861. |
|-----------------------|-------------|-------------|
| From passengers | \$19,400 55 | \$13,732 05 |
| From freight..... | 65,478 62 | 77,732 21 |
| Total..... | \$84,879 17 | \$91,464 26 |
| Increase..... | | \$6,585 09 |

The Milwaukee and Prairie du Chien Railroad earned July, 1861.....\$107,399 96
July, 1860..... 37,429 36

Increase.....\$69,970 60

The earnings of the Norwich and Worcester Railroad for July, 1861, were.....\$25,666 08
July, 1860..... 35,755 57

Decrease.....\$10,089 48

The earnings of the Erie Railroad for the month of July, 1861, were\$377,905 25
July, 1860..... 371,256 15

Increase.....\$6,649 10

The following are the earnings of the Great Western Railway of Canada for the week ending August 2, 1861:

| | |
|------------------------------|-------------|
| Passengers | \$19,998 66 |
| Freight and live stock | 13,043 33 |
| Mails and sundries | 1,288 92 |

Total.....\$34,380 91
Corresponding week of last year..... 30,618 87

Increase in 1861.....\$3,712 04

The traffic receipts of the Northern Railway of Canada for the week ending August 8, were \$9,224, being an increase of \$2,660 over the corresponding week of 1860.

The receipts of the Grand Trunk Railway of Canada for the week ending August 10th, 1861, were\$57,022 06
Corresponding week, 1860..... 52,784 17

Increase.....\$4,237 89

Tot. traffic from July 1, 1861, to date..\$362,604 22
Corresponding period, 1860..... 322,714 18

Increase.....\$39,890 09

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of July, 1861, compared with that of 1860:

| | 1861. | 1860. |
|-----------------------|--------------|--------------|
| Rec'd from coal | \$213,381 11 | \$237,789 25 |
| " " merch'dise | 26,630 51 | 41,787 15 |
| " " travel, etc. | 49,975 11 | 35,229 85 |
| Total..... | \$289,986 81 | \$314,806 25 |

Transportation, roadway, dumpage, renewal fund, and all charges..... 137,606 78

Net profit for the m'th..\$152,380 03
Profit for the previous 7 months..... 740,281 08

Total profit for 8 mos..\$892,661 11

The traffic of the Great Western Railway of Canada for the week ending August 16, 1861, was as follows:

| | |
|---------------------------------------|-------------|
| Passenger | \$16,027 25 |
| Freight and live stock | 10,750 66 |
| Mails and sundries | 1,288 67 |
| Total..... | \$28,066 28 |
| Corresponding week of last year | 34,547 69 |

Decrease.....\$7,481 41

The earnings of the La Crosse and Milwaukee Railroad for July, 1861, were as follows:

| | |
|----------------------|-------------|
| From freight | \$62,087 77 |
| " passengers | 19,985 83 |
| " express | 502 00 |
| " mails | 1,679 17 |
| " miscellaneous..... | 82 10 |

Total, July, 1861.....\$84,286 87

" " 1860..... 35,426 05

Increase.....\$48,860 82

The earnings of the Galena and Chicago Railroad for July, 1861, were\$144,126 95
July, 1860..... 80,705 35

Increase.....\$63,421 60

Corrected earnings for the previous month, \$162,823 22.

Tunnelling Mount Cenis.

A communication from an engineer gives some details respecting the cutting of the tunnel through Mount Cenis:—"M. Perruzzi, one of the Ministers, some deputies, several scientific men, and M. Someiller, a French engineer, went a few days back to Bardoneche, and for some hours witnessed the working of the machines for cutting the rock. The opinion of the scientific men who were present at the experiment, and among whom were MM. Sella, Cadolini, and Pecceto, is that the mechanical difficulties of the cutting will be fully overcome. The perforating machines, in somewhat less than an hour, made 70 holes in the mountain at the end of the opening. The holes which were made in the centre, in order to permit a breach to be effected by blasting, were three centimetres (rather more than 1¼ inches) in diameter; the others made round it for the same purpose were two centimetres. The depth of the holes was from 60 to 90 centimetres (rather more than 23 inches to about 35½). From repeated experiments made in masses of schist with a single perforating instrument, it was proved that ten minutes' labor was sufficient to make a hole of 60 centimetres, whereas by the ordinary means three workmen would be occupied for an hour in effecting one. The machine employed cuts simultaneously from 20 to 30 holes in a space of four square metres—that is one in which it would not be easy to employ three or four men. The machine thus presents an advantage which, as regards space, is three or four fold, and, as regards time, sixfold, what could be done by workmen. The advantage is, however, somewhat diminished by the fact that the machine must be dragged back to a distance of 100 metres, or more, whenever blasting has to be resorted to, and that it cannot be got to work again until after the ground is cleared of the fragments of rock, and until the front of the mountain is made tolerably smooth. But it is certain that when the workmen have obtained greater skill they will be able to perform the three operations of boring, blasting, and clearing away in three or four hours at the outside. When operations can be commenced on the side of Modane, as they will be in a few weeks, it is certain that six metres of rock can be removed in a day. This will make more than two kilometres (five-eighths of a mile each) a year, and it is probable from what is now being accomplished that three kilometres may be attained. In that case the cutting of the tunnel can be terminated by 1864. It follows that M. Grattoni, the engineer, runs little risk by offering to bet, as it is said he has done, 100,000f. that this great work will be finished in five years. Unforeseen obstacles may, however, arise from the rock becoming harder, water springing, or fissures taking place. But nothing thus far causes such obstacles to be feared. The rock, at least on the side of Bardoneche, is of schist, which is of no great resistance, and in which are silicious veins; and instead of inconvenience being caused by water filtering through, as had been feared, some is caused by insufficiency of moisture."

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var.," that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. |
|--------------------------------------|-----------|-----------|---------|--------|--|-----------|-----------|---------|--------|---------------------------------------|-------------|-----------|---------|--------|
| Alabama and Florida: | | | | | Cincinnati, Hamilton and Dayton: | | | | | *Great Western, Ill.: | | | | |
| Mortgage | \$300,000 | 7 | 1867 | --- | 1st Mortgage | \$406,000 | 7 | 1867 | 100 | 1st Mortgage (W. Div. 100 m.) | \$1,000,000 | 10 | --- | --- |
| Convert. (guar. by Dir.) | 150,000 | 7 | 1863 | --- | 2d Mortgage | 950,000 | 7 | 1880 | 86 | 1st M. (E.D. 84 m.), 2d M. (W.D.) | 1,350,000 | 7 | --- | --- |
| Alabama and Miss. Rivers: | | | | | *Cincinnati, Wilm. and Zanesville: | | | | | Old Sang. and Morg. Railroad | 41,000 | --- | --- | --- |
| State (Ala.) Loan | 123,171 | 7 | --- | --- | 1st Mortgage | 1,300,000 | 7 | 1869 | --- | 2d Mortgage | 323,000 | --- | --- | --- |
| Mortgage | 109,500 | 7 | --- | --- | 2d Mortgage | 574,000 | 7 | --- | --- | Chattell (Equipment) Mortgage | 374,426 | --- | --- | --- |
| Alabama and Tenn. Rivers: | | | | | 3d Mortgage | 158,000 | 7 | --- | --- | Hannibal and St. Joseph: | | | | |
| 1st Mortgage convertible | 833,000 | 7 | 1872 | --- | Income | 250,500 | 7 | --- | --- | Missouri State Loan (1st Lien) | 3,000,000 | 6 | --- | --- |
| 2d Mortgage | 226,708 | 8 | 1864 | --- | Tunnel Right | 1,000,000 | 7 | --- | --- | Land Security | 6,000,000 | 7 | 1881 | 26 |
| Albany, Vt. and Canada: | | | | | Cleveland and Mahoning: | | | | | Mortgage (convertible) | 1,360,000 | 7 | 1883 | --- |
| 1st Mortgage | 500,000 | 7 | 1867 | --- | 1st Mortgage | 850,000 | 7 | --- | --- | Mortgage (not convertible) | 1,200,000 | 7 | 1889 | --- |
| Albany and West Stockbridge: | | | | | 2d Mortgage | 469,000 | 7 | --- | --- | Harrisburg and Lancaster: | | | | |
| Albany City (S. F.) | 1,000,000 | 6 | '66-'76 | --- | 3d Mortgage | 344,100 | 8 | --- | --- | New Dollar Bonds | 661,000 | 6 | 1883 | 94 |
| Androscooggin and Kennebec: | | | | | Clev., Painesville and Ashtabula: | | | | | Hartford and New Haven: | | | | |
| Million Dollar Loan | 468,600 | 8 | '61-'64 | 70 | 1st Mortgage | 564,000 | 7 | 1861 | 99 | 1st Mortgage | 1,000,000 | 6 | 1873 | 99 |
| \$1,100,000 Loan | 536,100 | 6 | 1890 | 79 | 2d Mortgage | 303,000 | 7 | 1862 | --- | Housatonic | | | | |
| Stock, convert. (Coupon) | 710,000 | 6 | '63-'66 | --- | Special (Sunbury and Erie) | 500,000 | 7 | 1874 | --- | 1st Mortgage | 170,000 | 6 | 1877 | --- |
| Atlantic and St. Lawrence: | | | | | Convertible Scrip | 300,000 | 7 | 1880 | --- | Houston and Texas Central: | | | | |
| Dollar Bonds (Coupon) | 988,000 | 6 | 1866 | --- | Cleveland and Pittsburg: | | | | | State (1st Lien) Loan | 210,000 | --- | --- | --- |
| Sterling Bonds (Coupon) | 484,000 | 6 | 1878 | 97 | 1st Mortgage (Main Line) | 800,000 | 7 | 1860 | 73 | Mortgage | 125,000 | 7 | 1866 | --- |
| City of Portland Loan (Coupe.) | 1,500,000 | 6 | '68-'70 | --- | 2d Mort. (M. L.) or 1st Extension | 1,188,000 | 7 | 1873 | 64 | Hudson River: | | | | |
| Baltimore and Ohio: | | | | | 3d Mort. (M. L.) or 2d Extension | 1,165,000 | 7 | 1875 | --- | 1st Mortgage | 4,000,000 | 7 | '69-'70 | 102 |
| Maryland Sterling | 3,000,000 | 5 | --- | --- | 4th Mort. (M. L.) or 3d Extension | 1,154,000 | 7 | --- | --- | 2d Mortgage | 2,000,000 | 7 | 1860 | 96 |
| Mortgage Coupon | 2,500,000 | 6 | 1885 | 70 | Cleveland and Toledo: | | | | | 3d Mortgage | 1,840,000 | 7 | 1875 | 79 |
| " | 700,000 | 6 | 1880 | 70 | 1st Mortgage | 359,000 | 7 | 1867 | 65 | Convertible | 1,002,000 | 7 | 1877 | 70 |
| " | 1,128,500 | 6 | 1875 | 70 | 2d Mortgage | 265,000 | 7 | 1862 | --- | Illinois Central: | | | | |
| " | 1,000,000 | 6 | 1867 | 85 | 3d Mortgage | 621,000 | 7 | 1863 | 75 | Optional Right Scrip | 38,000 | 7 | 1868 | 60 |
| Balt. City Loan | 5,000,000 | 6 | --- | --- | Tol., Nor. and Clev. 1st Mort. | 295,300 | 7 | 1863 | 75 | Construction | 12,885,000 | 7 | 1875 | 90 |
| Bellefontaine and Ind. (1 Jan. '60): | | | | | 2d Mortgage | 44,500 | 7 | 1862 | --- | Construction | 4,115,000 | 6 | 1875 | 90 |
| 1st Mortgage convertible | 791,000 | 7 | 1866 | 55 | C. and T. Income Mortgage | 126,500 | 7 | 1863 | 75 | Debentures | 42,740 | 7 | --- | --- |
| 2d Mortgage | 157,000 | 7 | 1870 | --- | C. and T. Income (convertible) | 296,000 | 7 | 1864 | --- | Indiana Central: | | | | |
| Belvidere Delaware: | | | | | C. and T. Income (convertible) | 158,610 | 7 | 1865 | 75 | 1st Mortgage (convertible) | 600,000 | 7 | 1866 | 65 |
| 1st Mort. (guar. C. and A.) | 1,000,000 | 6 | 1877 | --- | C. and T. Dividend (convert.) | 42,000 | 7 | 1870 | --- | 2d Mortgage | 284,500 | 10 | --- | 87 |
| 2d Mortgage (do.) | 500,000 | 6 | 1885 | --- | C. and T. Income (convertible) | 1,173,000 | 7 | 1865 | 73 | Income | 281,500 | 10 | --- | 75 |
| 3d Mortgage (do.) | 581,000 | 6 | 1877 | --- | C. and T. (S. F.) Mortgage | | | | | Indianapolis and Cincinnati: | | | | |
| Black River and Utica: | | | | | Columbus and Xenia: | | | | | 1st Mortgage | 500,000 | 7 | 1866 | 80 |
| 1st Mortgage | 370,000 | 7 | 1869 | --- | Dividend (due 1860, '61, '62, '66) | 272,700 | var. | 92 | --- | 2d Mortgage | 400,000 | 7 | 1868 | 75 |
| Boston, Concord and Montreal: | | | | | Connecticut River: | | | | | Real Estate Mortgage | 200,000 | 7 | 1868 | 68 |
| 1st Mortgage | 200,000 | 6 | 1870 | --- | Mortgage | 250,000 | 6 | 1878 | --- | Ind., Pittsb. and Clev. (1 Jan. '60): | | | | |
| 2d Mortgage | 300,000 | 7 | 1870 | --- | Connecticut and Passump. Rivers: | | | | | 1st Mortgage | 650,500 | 7 | 1870 | --- |
| 3d Mortgage | 150,000 | 6 | --- | --- | 1st Mortgage | 800,000 | --- | --- | --- | 2d Mortgage | 314,000 | 7 | --- | --- |
| 4th Mortgage | 200,000 | 6 | --- | --- | Cumberland Valley: | | | | | Jeffersonville: | | | | |
| Sinking Fund | 200,000 | 6 | --- | --- | 1st Mortgage | 116,500 | --- | --- | --- | 1st Mortgage | 289,000 | 7 | 1861 | 75 |
| Boston and Lowell: | | | | | 2d Mortgage | 97,000 | --- | --- | --- | 2d Mortgage | 392,000 | 7 | 1873 | 70 |
| Mortgage | 440,000 | 6 | 1873 | --- | Dayton and Michigan (1 Ap. '60): | | | | | *Kennebec and Portland: | | | | |
| Boston and Worcester: | | | | | 1st Mortgage | 300,000 | 8 | --- | --- | 1st Mortgage (City and Town) | 800,000 | 6 | 1870 | --- |
| Mortgage (plain) | 100,000 | 6 | 1860 | --- | 2d Mortgage | 2,212,000 | 8 | --- | --- | 2d Mortgage | 230,000 | 6 | 1861 | --- |
| Mortgage (convertible) | 500,000 | 6 | 1860 | --- | Dayton and Western: | | | | | 3d Mortgage | 250,000 | 6 | 1862 | --- |
| Buffalo and State Line: | | | | | 1st Mortgage | 300,000 | 7 | --- | 50 | *Kentucky Centr. (Cov. and Lex.): | | | | |
| 1st Mortgage | 500,000 | 7 | 1866 | 95 | 2d Mortgage | --- | 7 | --- | 40 | 1st Mortgage | 160,000 | 6 | --- | --- |
| Income (1/2 in '59, 1/2 in '62) | 200,000 | 7 | var. | --- | Delaware: | | | | | 2d Mortgage | 260,000 | 7 | --- | --- |
| Unsecured | 200,000 | 7 | 1864 | --- | 1st Mortgage | 500,000 | --- | --- | 80 | 2d Mortgage (convertible) | 1,000,000 | 7 | --- | --- |
| Special Erie and North-East | 149,000 | 7 | --- | --- | Guaranteed | 65,000 | --- | --- | --- | 3d Mortgage | 600,000 | 7 | --- | --- |
| Burlington and Missouri: | | | | | State Loan | 170,000 | --- | --- | --- | Guaranteed by Covington | 200,000 | 6 | --- | --- |
| 1st Mort. on 1st Division | 590,000 | --- | --- | 60 | Delaware, Lackawanna and W'n: | | | | | Cincinnati (exchanged) | 100,000 | 6 | --- | --- |
| State (Mo.) Loan | 650,000 | 6 | '78-'79 | --- | 1st Mortgage | 900,000 | --- | 1871 | 95 | Keokuk, Ft. D. Moines and Minn.: | | | | |
| Ganden and Amboy: | | | | | 1st Mortgage (E. Extension) | 1,500,000 | --- | 1875 | 95 | City of Keokuk, 20 years | 400,000 | 8 | --- | --- |
| Mortgage | 367,000 | 6 | 1864 | 97 | 2d Mortgage | 2,900,000 | --- | 1881 | 88 | City of Keokuk, (special tax) | 150,000 | 10 | --- | --- |
| Mort. (chgd from Sterl'g) | 888,000 | 5 | 1864 | 97 | Income (due 1862, '65 and '67) | 265,416 | var. | 88 | --- | Lee County, 20 years | 150,000 | 8 | --- | --- |
| Mortgage | 800,000 | 6 | 1849 | --- | Detroit and Milwaukee: | | | | | Keokuk, Mt. Pleasant and Muscat. | | | | |
| Mortgage | 1,700,000 | 6 | 1875 | 80 | 1st Mortgage (convertible) | 2,500,000 | 7 | 1875 | --- | Lee County | 150,000 | 8 | --- | --- |
| Sterling (\$210,000) | 1,008,000 | 5 | 1864 | --- | 2d Mortgage | 1,000,000 | 8 | 1866 | --- | City of Keokuk | 200,000 | 8 | --- | --- |
| Sterling (\$225,000) | 1,080,000 | 6 | 1864 | --- | 3d Mortgage (convertible) | 750,000 | 10 | 1863 | --- | Henry and Louisa Company's | 50,000 | 8 | --- | --- |
| New Loan (iss'd \$337,000) | 2,500,000 | 6 | 1887 | --- | 4th Mortgage (G. W. R. R.) | 500,000 | 8 | --- | --- | Lehigh Valley: | | | | |
| *Catawissa: | | | | | Dubuque and Pacific: | | | | | 1st Mortgage | 1,500,000 | 6 | --- | 91 |
| 1st Mortgage | 1,500,000 | 7 | 1865 | 32 | New Construction | 800,000 | --- | --- | --- | La Crosse and Milwaukee: | | | | |
| Cayuga and Susquehanna: | | | | | Dubuque Western: | | | | | 1st Mortgage (Eastern Div.) | 903,000 | + | --- | --- |
| 1st Mortgage | 300,000 | 7 | 1865 | --- | 1st Mortgage | 344,000 | + | --- | --- | 2d Mortgage (Eastern Div.) | 1,000,000 | + | --- | --- |
| Central of Georgia: | | | | | Eastern (Mass.): | | | | | 1st Land Grant (Western Div.) | 4,000,000 | + | --- | 19 |
| Mortgage | 86,067 | 7 | 1863 | --- | Income (due \$75,000 annually) | 300,000 | 6 | var. | --- | 2d Land Grant (Western Div.) | 353,600 | + | --- | --- |
| Central of New Jersey: | | | | | 2d Mortgage (convertible) | 710,000 | 5 | '62-'72 | 98 | 3d Mortgage (whole road) | 1,700,000 | + | --- | --- |
| 1st Mortgage | 1,400,000 | 7 | '65-'70 | 104 | 3d Mortgage (convertible) | 445,000 | 6 | 1874 | 101 | Farm Mortgage | 1,087,700 | + | --- | --- |
| 2d Mortgage | 600,000 | 7 | 1875 | 101 | 1st M. (State) \$75,000 a yr after '65 | 500,000 | 6 | var. | --- | Unsecured Bonds | 1,785,000 | + | --- | --- |
| *Central Ohio: | | | | | East Tennessee and Georgia: | | | | | Lexington and Frankfort: | | | | |
| 1st Mortgage | 450,000 | 7 | 1861 | 62 | State, 1st Mortgage | 970,000 | --- | --- | --- | Mortgage, due 1864, '69 and '74 | 130,000 | 6 | --- | --- |
| 2d Mortgage | 800,000 | 7 | 1864 | 45 | Endorsed by State of Tennessee | 150,000 | --- | --- | --- | Little Miami: | | | | |
| 3d Mortgage | 800,000 | 7 | 1865 | 53 | Mortgage (ordinary) | 790,988 | --- | --- | --- | Mortgage (Coupon) | 1,300,000 | 6 | 1883 | 85 |
| 4th Mortgage (S. F.) | 950,000 | 7 | 1835 | --- | East Tennessee and Virginia: | | | | | Long Island: | | | | |
| 4th Mortgage (S. F.) | 1,365,800 | 7 | 1876 | --- | State, 1st Lien | 1,602,000 | --- | --- | --- | 1st Mortgage | 500,000 | 6 | 1870 | 80 |
| Charleston and Savannah: | | | | | Endorsed by State of Tennessee | 200,000 | --- | --- | --- | Extension Bonds | 175,000 | 7 | 1890 | --- |
| 1st Mortgage (endorsed) | 510,000 | 6 | --- | --- | 1st Mortgage (after State) | 100,000 | --- | --- | --- | Louisville and Frankfort: | | | | |
| 2d Mortgage | 1,000,000 | 7 | --- | --- | Redeemable in Stock | 66,960 | --- | --- | --- | Louisville Loan | 174,000 | --- | --- | --- |
| Cheshire: | | | | | Eaton and Hamilton: | | | | | 1st Mortgage | 248,000 | --- | --- | --- |
| Mort. (1860, '63, '75 and '77) | 786,400 | 7 | var. | --- | 1st Mortgage | 757,734 | + | var. | --- | Louisville and Nashville: | | | | |
| Chicago, Burlington & Quincy: | | | | | Erie and North-East: | | | | | State (Tenn.), 1st Lien | 300,000 | 6 | --- | --- |
| Consolidated 1st Mort. (S. F.) | 2,172,000 | 8 | 1883 | 92 | Exchanged for Buff. and St. L. | 149,000 | --- | --- | --- | 1st Mortgage | 2,000,000 | 7 | --- | --- |
| Consolidated 2d Mort. (S. F.) | 813,000 | 8 | 1890 | --- | Florida: | | | | | Lebanon Branch 1st Mortgage | 400,000 | 7 | var. | --- |
| Ohio, and Aur. 1st Mort. | 399,000 | 7 | 1867 | --- | Internal Improvement (State) | 1,655,000 | 7 | 1891 | --- | Memphis Branch 1st Mortgage | 500,000 | 7 | var. | --- |
| Oh. and Aur. 2d M. (S. F.) | 303,000 | 7 | 1869 | --- | Free Land, 2d Mortgage | 1,500,000 | 8 | 1891 | --- | McMinnville and Manchester: | | | | |
| Cent. Mil. Tr. 1st Mort. | 392,000 | 7 | 1864 | --- | Florida and Alabama: | | | | | State (Tenn.) | 872,000 | 6 | --- | --- |
| Cent. M. T. 2d M. (Conv.) | 245,000 | 8 | 1868 | --- | Internal Improvement (State) | --- | 7 | 1891 | --- | Mortgage | 24,000 | 7 | --- | --- |
| Chicago, Alton and St. Louis: | | | | | Free Land, 2d Mortgage | --- | 8 | 1891 | --- | Mortgage | 10,000 | 6 | --- | --- |
| 1st Mortgage | --- | + | --- | --- | Florida, Atlantic and Gulf Centr. | | | | | Madison and Indianapolis: | | | | |
| 2d Mortgage | --- | + | --- | --- | Internal Improvement (State) | 800,000 | 7 | 1891 | --- | Mortgage | 600,000 | 7 | 1861 | --- |
| 3d Mortgage | --- | + | --- | --- | Free Land, 2d Mortgage | 200,000 | 8 | 1891 | --- | *Marietta and Cincinnati: | | | | |
| Chicago and Milwaukee: | | | | | Fox River Valley | | | | | 1st Mortgage (convertible) | 2,500,000 | 7 | 1868 | --- |
| 1st Mortgage (convertible) | 700,000 | 7 | 1874 | 70 | 1st Mortgage | 400,000 | + | --- | --- | 2d Mortgage | 2,000,000 | 7 | --- | --- |
| Real Estate | 188,864 | 7 | 1868 | --- | 2d Mortgage | 180,000 | --- | --- | --- | 3d Mortgage | 1,500,000 | 7 | --- | --- |
| Chicago and Rock Island: | | | | | Galena and Chicago Union: | | | | | Sterling Income | 333,000 | --- | --- | --- |
| 1st Mortgage | 2,000,000 | 7 | 1870 | 96 | 1st Mortgage (3d Div.) Coupon | 600,000 | 7 | var. | --- | Domestic | 928,617 | '59-'62 | --- | --- |
| Chicago and Northwestern: | | | | | 1st Mortgage (S. F.) Coupon | 1,393,000 | 7 | 1863 | 97 | Memphis and Charleston: | | | | |
| Sinking Fund Preferred | 1,250,000 | 7 | --- | 80 | 2d Mortgage (S. F.) Coupon | 1,029,000 | 7 | 1875 | 95 | State (Tenn.) Loan | 1,100,000 | 6 | --- | --- |
| 1st Mortgage | 3,600,000 | 7 | --- | 35 | Greenville and Columbia: | | | | | 1st Mortgage | 1,600,000 | | | |

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. |
|--|-------------|-----------|---------|--------|--|-----------|-----------|---------|--------|---|-----------|-----------|---------|--------|
| Memphis and Ohio : State (Tenn.) Loan..... | \$1,340,000 | 6 | ----- | ----- | N. York, Providence and Boston : 1st Mortgage..... | \$331,000 | 6 | ----- | ----- | Racine and Mississippi : 1st Mortgage (Eastern Division) | \$680,000 | 8 | ----- | ----- |
| Michigan Central : 1st Mortgage Sterling..... | 467,489 | 6 | 1872 | 90 | North Carolina : State Loan..... | 2,000,000 | 6 | ----- | ----- | 1st Mortgage (Western Division) | 757,000 | 8 | ----- | ----- |
| 1st Mortgage 8 7/8 (convertible)..... | 500,000 | 8 7/8 | 1860 | 96 1/2 | State Loan..... | 1,000,000 | 6 | ----- | ----- | Raleigh and Gaston : Coupon..... | 100,000 | ----- | 1862 | ----- |
| 1st Mortgage (unconvertible)..... | 250,000 | 8 | 1860 | 96 | North-Eastern (S. C.) : 1st Mortgage..... | 700,000 | ----- | ----- | ----- | Rensselaer and Saratoga : 1st Mortgage..... | ----- | 7 | 1863 | ----- |
| 1st Mortgage (convert.) Dollar..... | 2,508,000 | 8 | 1869 | 96 | 2d Mortgage..... | 224,500 | ----- | ----- | ----- | Richmond and Danville : State (Va.) Loan (34 years)..... | 600,000 | 6 | var. | ----- |
| 1st Mortgage (S. F.), convertible..... | 4,163,000 | 8 | 1882 | 98 | Real Estate..... | 35,910 | ----- | ----- | ----- | Guaranteed by State Mortgage (Coupon) Registered..... | 200,000 | 7 | 1875 | 91 |
| Mich. Southern and N'n Indiana : Michigan Southern..... | 991,000 | 7 | 1860 | 75 | Northern Central : Balt. and Susq. R. R. (Coupons)..... | 150,000 | 6 | 1866 | ----- | Mortgage (Coupon) Richmond, Fred. and Potomac : Sterling (£87,000)..... | 250,000 | 7 | 1859 | ----- |
| Northern Indiana..... | 985,000 | 7 | 1861 | 75 | Md. State Loan (B. and Susq.)..... | 150,000 | 6 | ----- | ----- | Richmond and Petersburg : Coupon..... | 150,000 | 7 | 1860 | ----- |
| Erie and Kalamazoo..... | 300,000 | 7 | 1861 | ----- | York and Cumberland 1st Mort..... | 175,000 | 6 | 1870 | ----- | * Rutland and Burlington : 1st Mortgage..... | 1,800,000 | 7 | 1883 | ----- |
| Michigan Southern..... | 67,000 | 7 | 1863 | 90 | York and Cumberland 2d Mort..... | 25,000 | 6 | 1871 | ----- | 2d Mortgage..... | 987,500 | 7 | 1863 | ----- |
| Northern Indiana..... | 123,000 | 7 | 1863 | ----- | York and C. guar. by Baltimore N. C. Contract..... | 500,000 | 6 | 1877 | ----- | 3d Mortgage..... | 435,050 | 7 | 1863 | ----- |
| Jackson Branch..... | 130,000 | 7 | 1863 | 88 | Construction..... | 292,300 | 6 | 1875 | ----- | Sacramento Valley : 1st Mortgage..... | 400,000 | 10 | 1875 | ----- |
| Goshen Air Line..... | 1,168,000 | 7 | 1868 | 85 | Northern (Ogdensburg) : 1st Mortgage..... | 2,086,500 | 6 | 1885 | 46 | 2d Mortgage..... | 329,000 | 10 | 1881 | ----- |
| Detroit and Toledo..... | 611,000 | 7 | 1876 | ----- | 2d Mortgage..... | 1,494,000 | 7 | 1859 | ----- | Mortgage..... | 1,000,000 | 7 | 1875 | ----- |
| General Mortgage (S. F.)..... | 2,465,000 | 7 | 1885 | 73 1/2 | North Missouri : State Loan (30 years)..... | 3,077,000 | 7 | 1861 | ----- | Sandusky, Dayton and Cincinnati : Mortgage..... | 182,000 | 10 | 1856 | ----- |
| Milwaukee and Beloit : 1st Mortgage..... | 2,850,000 | 7 | 1877 | 48 | Mortgage..... | 4,360,000 | 6 | ----- | ----- | Mortgage..... | 997,000 | 7 | 1866 | ----- |
| Milwaukee and Chicago : 1st Mortgage..... | 630,000 | 8 | ----- | ----- | North Pennsylvania : Chattel Mortgage..... | 350,000 | 10 | ----- | 74 | Mortgage..... | 1,000,000 | 7 | 1875 | ----- |
| 2d Mortgage..... | 400,000 | 8 | ----- | ----- | Northern (N. H.) : Mortgage (due 1880, '64 and '74)..... | 219,500 | ----- | var. | ----- | Sand'sky, Mansfield and Newark : 1st Mortgage..... | 1,200,000 | 7 | 1866 | ----- |
| * Milwaukee and Horicon : 1st Mortgage..... | 420,000 | 8 | ----- | ----- | Norwich and Worcester : Mass. State Loan..... | 400,000 | 6 | 1877 | ----- | Saratoga and Whitehall : 1st Mortgage..... | 250,000 | 7 | 1859 | ----- |
| 2d Mortgage..... | 600,000 | 8 | ----- | ----- | Mortgage..... | 205,800 | 6 | 1860 | ----- | 1st Mortgage (R. and W. Br.)..... | 100,000 | 7 | 1856 | ----- |
| Milwaukee and Prairie du Chien : 1st Mortgage (Conpon)..... | 2,556,000 | 7 | 1891 | 65 | Ohio and Mississippi (O. and Ind.) : 1st Mortgage..... | 2,193,500 | 7 | 1859 | ----- | Seaboard and Roanoke : 1st Mortgage..... | 300,000 | 7 | 1860 | ----- |
| Mississippi Central : 1st Mortgage..... | 1,007,363 | 7 | ----- | ----- | 2d Mortgage..... | 316,995 | 7 | 1858 | 17 | 3d Mortgage..... | 75,000 | 7 | 1870 | ----- |
| Mississippi Central and Tenn. : State (Tenn.) Loan..... | 529,000 | 6 | ----- | ----- | Construction..... | 4,637,920 | 7 | 1858 | ----- | Dividend Bonds..... | 60,000 | 7 | 1866 | ----- |
| Mississippi and Missouri : 1st Mortgage (convertible)..... | 1,000,000 | 7 | ----- | ----- | Income..... | 3,591,185 | 7 | 1868 | ----- | South Carolina : State Loan..... | 187,000 | 6 | 1868 | ----- |
| 2d Mortgage (S. F.)..... | 400,000 | 8 | ----- | ----- | Orange and Alexandria : 1st Mortgage..... | 400,000 | 6 | 1866 | ----- | Sterling..... | 183,333 | 6 | 1863 | ----- |
| Oakalosa Division..... | 1,425,000 | 7 | ----- | ----- | 2d Mortgage or 1st Extension..... | 1,200,000 | 6 | 1875 | 81 | Sterling..... | 2,000,000 | 6 | 1866 | ----- |
| Land Grant..... | 7,000,000 | 7 | ----- | ----- | 2d Extension Mortgage..... | 600,000 | 8 | 1873 | 82 1/2 | Southern Mississippi : 1st Mortgage..... | 500,000 | ----- | ----- | ----- |
| Mississippi and Tennessee : Tennessee State Loan..... | 98,000 | 6 | 1885 | ----- | Pacific (Mo.) : State (Mo.) Loan..... | 7,000,000 | 6 | ----- | ----- | South-Western (Ga.) : 1st Mortgage..... | 631,000 | ----- | 1875 | ----- |
| Mississippi State Loan..... | 202,799 | 6 | ----- | ----- | State Loan (S. W. Branch)..... | 2,800,000 | 6 | ----- | ----- | * Springfield, Mt. Vern. and Pittsb. : 1st Mortgage..... | 500,000 | ----- | ----- | ----- |
| 1st Mortgage..... | 171,000 | 7 | 1876 | ----- | Construction..... | 4,500,000 | 6 | ----- | ----- | 2d Mortgage..... | 450,000 | ----- | ----- | ----- |
| Mobile and Ohio : City (Mobile) Tax Loan..... | 400,000 | 6 | ----- | ----- | Panama : 1st Mortgage Sterling..... | 1,250,000 | 7 | 1865 | 100 | * Steubenv. and Ind. (P. C. and C.) : 1st Mortgage..... | 1,500,000 | 7 | 1870 | ----- |
| Tennessee State Loan..... | 674,860 | 6 | ----- | ----- | 2d Mortgage Sterling..... | 1,216,000 | 7 | 1872 | ----- | 2d Mortgage..... | 900,000 | 7 | 1866 | ----- |
| Alabama State Loan..... | 389,410 | 6 | ----- | ----- | Pennsylvania : 1st Mortgage (convertible)..... | 4,905,000 | 6 | 1888 | 95 1/2 | * St. Louis, Alton and Chicago : 1st Mortgage..... | 2,000,000 | 7 | ----- | ----- |
| Income..... | 1,508,070 | 8 | '61-'67 | ----- | 2d Mortgage..... | 2,309,000 | 6 | 1875 | 90 | 2d Mortgage..... | 1,535,000 | 7 | ----- | ----- |
| Sterling..... | 878,036 | 6 | 1883 | ----- | 2d Mortgage Sterling..... | 1,639,680 | 6 | 1875 | ----- | 3d Mortgage (Income)..... | 1,000,000 | 10 | ----- | ----- |
| Mississippi State Loan..... | 200,970 | 6 | ----- | ----- | State Works Bonds..... | 7,400,000 | 6 | ----- | ----- | St. Louis and Iron Mountain : State (Mo.) Aid..... | 2,501,000 | ----- | ----- | ----- |
| Montgomery and West Point : Alabama State Loan..... | 122,622 | ----- | ----- | ----- | Pennsylvania Coal Company : 1st Mortgage..... | 600,000 | 7 | 1861 | ----- | St. Louis City Subscription St. Louis County Subscription Junbury and Erie Mortgage Mortgage (half to State)..... | 1,000,000 | 7 | 1877 | ----- |
| Alabama State Loan..... | 350,000 | 6 | var. | ----- | Penobscot and Kennebec : Bangor City 1st Mortg. (Coupon) 2d Mortgage (Coupon)..... | 780,000 | 6 | '74-'75 | ----- | Syracuse, Binghamton and N. Y. 1st Mortgage Coupon..... | 7,000,000 | 6 | '75-'78 | ----- |
| Mortgage (due 1860, '63 and '65)..... | 450,000 | 8 | 1868 | ----- | 3d Mortgage (Coupon)..... | 288,800 | 6 | 1876 | ----- | Terre Haute, Alton and St. Louis : 1st Mortgage (convertible)..... | 1,000,000 | 7 | '62-'72 | 60 |
| Mississippi : 1st Mortgage..... | 249,000 | 7 | ----- | ----- | Peoria and Oquawka : 1st Mortg. (W. Ext.) convertible. 1st Mortg. (E. Ext.) convertible. | 156,600 | 6 | 1871 | ----- | 2d Mortgage (convertible)..... | 2,000,000 | 7 | '68-'70 | 30 |
| Nashville and Chattanooga : Mortgage (State endorsed)..... | 1,500,000 | ----- | ----- | ----- | Petersburg : Mortgage (due 1863 to 1872)..... | 500,000 | 8 | 1862 | ----- | 1st Mortgage (Bel. and Ill.)..... | 617,000 | 7 | 1873 | ----- |
| Chatt. and Clev. Subac. (endorsa.)..... | 231,000 | ----- | ----- | ----- | Petersburg and Lynchburg (S. Side) : State (Va.) Loan (S. F.)..... | 600,000 | 8 | 1873 | ----- | 2d Mortgage (Bel. and Ill.)..... | 494,000 | 7 | 1869 | ----- |
| * New Albany and Salem : 1st Mortgage..... | 175,000 | 7 | ----- | ----- | State (Va.) Loan (S. F.)..... | 103,000 | 7 | var. | ----- | 3d Mortgage (Bel. and Ill.)..... | 603,000 | 10 | 1874 | ----- |
| 1st Mortgage..... | 500,000 | 10 | ----- | ----- | 1st Mortgage (1859-'70-'75)..... | 800,000 | 7 | ----- | ----- | Tennessee and Alabama : State (Tenn.) Loan..... | 814,000 | ----- | ----- | ----- |
| 1st Mortgage..... | 2,255,000 | 6 | ----- | ----- | 3d Mortgage (1862-'70-'72)..... | 365,000 | 6 | var. | ----- | Terre Haute and Richmond : 1st Mortgage (convertible)..... | 230,000 | 7 | 1868 | ----- |
| N. Hav. N. Lond. and Ston'gton : Mortgage..... | 450,000 | 7 | ----- | ----- | Special Mortgage (1865-'68)..... | 378,000 | 6 | var. | ----- | Toledo, Wabash and Western : 1st M. (L. Er. Wab. and St. Louis)..... | 2,500,000 | 7 | 1865 | 58 1/2 |
| Mortgage..... | 200,000 | 6 | ----- | ----- | Last Mortgage (1861 to 1869)..... | 175,000 | 6 | var. | ----- | 2d M. (L. Er. Wab. and St. Louis)..... | 1,000,000 | 7 | 1869 | 20 |
| Extension..... | 100,000 | 10 | ----- | ----- | Phila. German'n and Norris'n : Consolidated Loan..... | 133,500 | 8 | var. | ----- | 3d M. (L. Er. Wab. and St. Louis)..... | 1,247,000 | 7 | 1891 | ----- |
| New Haven and Northampton : 1st Mortgage..... | 500,000 | ----- | 1869 | ----- | Loan of 1842..... | 274,800 | ----- | ----- | ----- | 1st Mortgage (Toledo and Ill.)..... | 900,000 | 7 | 1865 | 62 |
| New Jersey : Company's (various)..... | 711,000 | ----- | var. | 103 | Philadelphia and Reading : Mortgage (S. F.)..... | 100,000 | ----- | ----- | ----- | * Vermont Central : 1st Mortgage Coupon..... | 2,000,000 | 7 | 1861 | 17 1/2 |
| New London, Willim. and Palmer : 1st Mortgage..... | 500,000 | 7 | ----- | ----- | Mortgage (S. F.)..... | 438,300 | 5 | 1867 | 91 1/2 | 2d Mortgage Coupon..... | 1,136,000 | 7 | 1867 | 1 1/2 |
| 2d Mortgage..... | 300,000 | 6 | ----- | ----- | Mortgage (S. F.)..... | 192,000 | 5 | 1880 | 91 | Virginia Central : Mort., guaranteed by State of Va. Mortgage (coupons)..... | 100,000 | 6 | 1880 | 85 |
| N. Or'la. Jackson and Gt. North. : State (Miss.) Loan..... | 255,000 | 5 | '63-'48 | ----- | Mortgage (S. F.)..... | 2,678,300 | 6 | 1880 | 89 1/2 | Mortgage (coupons)..... | 198,000 | 6 | 1872 | 82 1/2 |
| 1st Mortgage Coupon..... | 2,665,000 | 8 | 1886 | ----- | Mortgage..... | 5,103,600 | 6 | 1870 | 84 1/2 | Mortgage (coupons)..... | 926,000 | 6 | 1884 | ----- |
| N. Or'la. Opelousa and Gt. West. : Louisiana State Loan..... | 641,000 | 6 | ----- | ----- | Mortgage (convertible)..... | 3,586,500 | 6 | 1886 | 72 1/2 | Virginia and Tennessee : State (Va.) Loan..... | 1,000,000 | 6 | 1887 | ----- |
| New Orleans City Subscription 1st Mortgage (S. F.)..... | 1,500,000 | 6 | ----- | ----- | Lebanon Valley R. R. (convert.)..... | 1,500,000 | 7 | 1886 | 72 1/2 | 1st Mortgage..... | 600,000 | 6 | 1872 | 80 |
| New York Central : Albany Loan—Alb. and Sch'dy. State Loan—Sch'dy and Troy..... | 127,000 | 5 | 1864 | 102 | Phila. Wilmington and Baltimore : Mortgage Loan..... | 2,300,000 | 6 | 1884 | ----- | 2d or Enlarged Mortgage..... | 1,000,000 | 6 | 1884 | 81 |
| State Loan—Rochester and Syr. State Loan—Roch., L. and N. F. Stock Subscription..... | 100,000 | 6 | 1867 | 91 | Improvement..... | 119,000 | 6 | 1863 | ----- | Salt Works Br. Mort. due '53-'61 | 203,000 | 6 | var. | ----- |
| State Loan—Roch., L. and N. F. Premium Consolidated Stock..... | 77,382 | 5 1/2 | 1861 | ----- | Pittsburg and Connellsville : Pittsburg Subscription..... | 500,000 | ----- | ----- | ----- | Warren (N. J.) : 1st Mortgage..... | 568,500 | 7 | 1875 | ----- |
| Real Estate..... | 221,000 | 6 | 1883 | 91 | Alleghany Co. "..... | 750,000 | ----- | ----- | ----- | Watertown and Rome : Mortgage (new bonds)..... | 800,000 | 7 | 1890 | ----- |
| New Convertible..... | 3,000,000 | 7 | 1864 | 100 | Connellsville "..... | 100,000 | ----- | ----- | ----- | Western (Mass.) : Sterling (£890,900)..... | 4,319,520 | 6 | '68-'71 | ----- |
| * New York and Erie : 1st Mortgage..... | 3,000,000 | 7 | 1867 | 103 | McKeesport "..... | 100,000 | ----- | ----- | ----- | Williamsport and Elmira 1st Mortgage..... | 1,000,000 | 7 | 1890 | 68 |
| 2d Mortgage..... | 4,000,000 | 7 | 1864 | 99 | McMorrow Loan..... | 1,000,000 | ----- | 1886 | ----- | Wilmington and Manchester : 1st Mortgage..... | 506,000 | 7 | 1868 | 70 |
| 3d Mortgage (convertible)..... | 6,000,000 | 7 | 1883 | 83 | Cumberland Subscription..... | 200,000 | ----- | ----- | ----- | 2d Mortgage..... | 300,000 | 7 | 1872 | ----- |
| 4th Mortgage (convertible)..... | 3,729,000 | 7 | 1880 | 92 | 1st Mortgage (Turtle Cr. Div.)..... | 409,000 | 7 | 1890 | ----- | Wilmington and Weldon : Mortgage, payable in England..... | 443,555 | 6 | 1863 | ----- |
| 5th Mortgage..... | 1,277,000 | 7 | 1883 | 63 | * Pittsburg, Ft. Wayne and Chicago : 1st Mortgage (O. and P.)..... | 1,000,000 | 7 | 1865 | ----- | Sterling, issued in 1858..... | 141,500 | 6 | 1868 | ----- |
| Unsecured (convertible)..... | 2,618,000 | 7 | 1871 | 60 | 1st Mortgage (O. and P.)..... | 750,000 | 7 | 1866 | ----- | Company's, endorsed by State..... | 150,000 | 6 | 1872 | ----- |
| Unsecured (convertible)..... | 2,443,000 | 7 | 1872 | 55 | Income (O. and P.)..... | 1,988,000 | 7 | 1873 | 62 1/2 | | | | | |
| Sinking Fund..... | 2,193,000 | 7 | 1875 | 55 | Bridge (O. and P.)..... | 207,000 | 7 | 1876 | ----- | | | | | |
| | | | | | 1st Mortgage (O. and L.)..... | 1,000,000 | 7 | 1872 | ----- | | | | | |
| | | | | | 2d Mortgage (O. and L.)..... | 380,000 | 7 | 1873 | ----- | | | | | |
| | | | | | 1st Mortgage (F. W. and Chic.)..... | 1,250,000 | 7 | 1873 | ----- | | | | | |
| | | | | | Real Estate (F. W. and Chic.)..... | 498,000 | 7 | 1874 | ----- | | | | | |
| | | | | | Mortgage, Consolidated Comp'y..... | 1,778,000 | 7 | 1887 | ----- | | | | | |
| | | | | | Pittsburg and Steubenville : Mortgage..... | 800,000 | 7 | 1865 | ----- | | | | | |
| | | | | | Potsdam and Watertown : 1st Mortgage..... | 800,000 | 7 | '64-'74 | ----- | | | | | |
| | | | | | Quincy and Chicago : 1st Mortgage..... | 1,200,000 | ----- | 1873 | ----- | | | | | |

United States Census.
(Compiled from the official Returns.)
(Continued from p. 588.)

| NORTH CAROLINA. | | Yadkin | new | 10,718 | Warren | 13,671 | 19,190 |
|-----------------|--------|--------|---------|---------|--------------|-----------|-----------|
| Counties. | 1850. | Yancey | 8,205 | 8,655 | Washington | 44,939 | 46,804 |
| Alamance | 11,444 | | | | Wayne | 21,890 | 32,279 |
| Alexander | 5,220 | | | | Westmoreland | 51,726 | 53,736 |
| Alleghany | new | | | | Wyoming | 10,655 | 12,540 |
| Anson | 13,489 | | | | York | 57,450 | 68,200 |
| Ashe | 8,777 | | | | | | |
| Beaufort | 13,816 | | | | Total | 2,311,786 | 2,906,370 |
| Bertie | 12,851 | | | | | | |
| Bladen | 9,767 | | | | | | |
| Brunswick | 7,272 | | | | | | |
| Buncombe | 13,425 | | | | | | |
| Burke | 7,772 | | | | | | |
| Cabarras | 9,747 | | | | | | |
| Caldwell | 6,817 | | | | | | |
| Camden | 6,040 | | | | | | |
| Carteret | 6,939 | | | | | | |
| Caswell | 15,269 | | | | | | |
| Catawba | 8,862 | | | | | | |
| Chatham | 18,449 | | | | | | |
| Cherokee | 6,838 | | | | | | |
| Chowan | 6,721 | | | | | | |
| Cleveland | 10,396 | | | | | | |
| Columbus | 5,909 | | | | | | |
| Craven | 14,709 | | | | | | |
| Cumberland | 20,610 | | | | | | |
| Currituck | 7,236 | | | | | | |
| Davidson | 15,320 | | | | | | |
| Davie | 7,866 | | | | | | |
| Duplin | 13,514 | | | | | | |
| Edgecomb | 17,189 | | | | | | |
| Forsyth | 11,168 | | | | | | |
| Franklin | 11,713 | | | | | | |
| Gaston | 8,073 | | | | | | |
| Gates | 8,426 | | | | | | |
| Granville | 21,249 | | | | | | |
| Greene | 6,619 | | | | | | |
| Guilford | 19,754 | | | | | | |
| Halifax | 16,589 | | | | | | |
| Harnett | new | | | | | | |
| Haywood | 7,074 | | | | | | |
| Henderson | 6,853 | | | | | | |
| Hertford | 8,142 | | | | | | |
| Hyde | 7,636 | | | | | | |
| Iredell | 14,719 | | | | | | |
| Jackson | new | | | | | | |
| Johnson | 13,726 | | | | | | |
| Jones | 5,038 | | | | | | |
| Lenoir | 7,828 | | | | | | |
| Lillington | new | | | | | | |
| Lincoln | 7,746 | | | | | | |
| McDowell | 6,246 | | | | | | |
| Macon | 6,389 | | | | | | |
| Madison | new | | | | | | |
| Martin | 8,307 | | | | | | |
| Mecklenburg | 13,914 | | | | | | |
| Montgomery | 6,872 | | | | | | |
| Moore | 9,342 | | | | | | |
| Nash | 10,657 | | | | | | |
| New Hanover | 17,668 | | | | | | |
| Northampton | 13,335 | | | | | | |
| Onslow | 8,283 | | | | | | |
| Orange | 17,055 | | | | | | |
| Pasquotank | 8,950 | | | | | | |
| Perquimans | 7,332 | | | | | | |
| Person | 10,781 | | | | | | |
| Pitt | 13,397 | | | | | | |
| Polk | new | | | | | | |
| Randolph | 15,832 | | | | | | |
| Richmond | 9,818 | | | | | | |
| Robeson | 12,826 | | | | | | |
| Rockingham | 14,495 | | | | | | |
| Rowan | 13,870 | | | | | | |
| Rutherford | 13,550 | | | | | | |
| Sampson | 14,585 | | | | | | |
| Stanley | 6,922 | | | | | | |
| Stokes | 9,206 | | | | | | |
| Surry | 18,443 | | | | | | |
| Tyrrel | 5,133 | | | | | | |
| Union | 10,051 | | | | | | |
| Wake | 24,888 | | | | | | |
| Warren | 13,912 | | | | | | |
| Washington | 5,684 | | | | | | |
| Watauga | 3,400 | | | | | | |
| Total | | | 869,039 | 992,667 | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

| | | | |
|--------------------|------------------|------------------|--|
| Sequatchie | new | 2,120 | |
| Sevier | 6,920 | 9,122 | |
| Shelby | 31,167 | 48,991 | |
| Smith | 18,412 | 16,857 | |
| Stewart | 9,719 | 9,888 | |
| Sullivan | 11,742 | 13,553 | |
| Sumner | 22,717 | 22,030 | |
| Tipton | 8,887 | 10,704 | |
| Union | new | 6,117 | |
| Van Buren | 2,674 | 2,581 | |
| Warren | 10,179 | 11,147 | |
| Washington | 13,861 | 14,846 | |
| Wayne | 8,170 | 9,115 | |
| Weakley | 14,608 | 18,216 | |
| White | 11,444 | 9,381 | |
| Williamson | 27,201 | 28,827 | |
| Wilson | 27,443 | 26,072 | |
| Total | 1,002,717 | 1,109,847 | |
| (To be continued.) | | | |

Locomotive Performances on the Illinois Central Railroad for June, 1861.

We are indebted to SAMUEL J. HAYES, Esq., Superintendent of Machinery, for a copy of his statement of the Performance of Locomotives on the Illinois Central railroad for June, 1861, from which the following is compiled:

| | Chicago branch. | South division. | North division. | Total. |
|---------------------|-----------------|-----------------|-----------------|----------|
| Miles of road. | 252.5 | 230.75 | 225.0 | 708.25 |
| MILES RUN. | | | | |
| By pass, trains. | 31,273 | 24,964 | 23,669 | 79,906 |
| " freight " | 29,975 | 11,679 | 24,057 | 65,711 |
| " other " | 13,497 | 8,573 | 5,816 | 27,886 |
| Tot. miles run. | 74,745 | 45,216 | 53,542 | 173,503 |
| RUNNING EXPENSES. | | | | |
| Lbs. of waste. | 1,043 | 757 | 543 | 2,343 |
| Gallons of oil. | 535 | 417 | 390 | 1,372 |
| Cords of wood. | 572 | 837 | 419 | 1,828 |
| Tons of coal. | 1,020 | ..... | 855 | 1,875 |
| Cost of wages. | \$2,971 | \$1,796 | \$2,096 | \$6,864 |
| " repairs. | 3,976 | 2,448 | 3,670 | 10,494 |
| " stores. | 494 | 363 | 322 | 1,179 |
| " fuel .. | 4,329 | 3,351 | 3,386 | 11,066 |
| " cleaning engines. | 456 | 271 | 341 | 1,068 |
| Total cost ... | \$12,226 | \$8,629 | \$9,815 | \$30,671 |

| | cts. | cts. | cts. | cts. |
|-----------------------------|-------|-------|-------|-------|
| COST PER MILE RUN. | | | | |
| For oil, waste, and tallow. | 0.66 | 0.80 | 0.60 | 0.68 |
| For repairs .. | 5.32 | 6.29 | 6.85 | 6.04 |
| For fuel | 5.79 | 7.41 | 6.32 | 6.38 |
| For wages ... | 3.98 | 3.97 | 3.91 | 3.95 |
| For cleaning . | 0.60 | 0.60 | 0.63 | 0.61 |
| Total | 16.35 | 19.07 | 18.31 | 17.66 |

| AVERAGE MILES RUN. | | | | |
|------------------------------------|-------|-------|-------|-------|
| To 1 c'd wood | 64.15 | 53.97 | 52.57 | 56.89 |
| To 1 ton coal. | 39.33 | ..... | 38.93 | 39.13 |
| To 1 pt. of oil. | 16.52 | 13.55 | 17.13 | 15.80 |
| Average number cars per trip | 12.66 | 8.17 | 10.37 | 10.67 |

NOTE.—The above oil includes that used head-lights and lamps of engines. Wood is rated at \$4.00 per cord; coal, \$2.00 per ton, loaded on tenders.

| | |
|--|-------|
| Average cost per mile of passenger engines .. | 17.07 |
| " " " " freight " .. | 21.16 |
| " " " " construction " .. | 21.55 |
| " " " " switching " .. | 19.25 |
| " " " " freight engines using wood for fuel | 42.34 |
| Average cost per mile of freight engines using coal for fuel | 14.76 |

Atlantic and St. Lawrence Railroad.

The annual meeting of this company was held at Portland on the 5th instant. The report represents the road and rolling stock to have been kept in good condition during the past year by the lessees, and that some improvements have been made. The funded debt of the corporation is \$3,478,000. The amount of the sinking fund is \$344,070 75. The interest on the City debt and mortgage bonds has been paid as it matured, but the contribution to the sinking fund of 1½ per cent. on the \$1,500,000 of City Loan, has not been paid for the past year. There is also one year's rent or dividend on the stock due and unpaid. A committee have had an interview with the Canadian Directors at Montreal in relation to the unpaid rent, but have not received any reliable assurance of the time they will be able to resume payments. The stock account consists of 5,070 shares of Federal, of \$100 each; 4,103 shares of Sterling of \$484 each; and 128 fractional parts of shares of \$16 each; showing a little more than one-fifth held in this country. Messrs. Charles E. Barrett, Wm. Buxton, and Samuel Chase, were appointed a committee to receive, sort, and scrutinize the ballots for nine Directors. Having attended to that duty they reported that the ballots for Directors show that but 568 shares of the stock were represented. The by-laws of the corporation requiring that not less than 3,000 shares should constitute a quorum, there was, therefore, no choice of Directors. The meeting then adjourned to the first Tuesday in October, to meet at 10 o'clock in the same place, at which time it is expected the foreign stock will be represented.

(For the American Railroad Journal.)

On the Consumption of Smoke in Locomotives.

A few days ago the writer returned from Washington to Philadelphia by the Philadelphia, Wilmington and Baltimore Railroad. Upon the road between Havre de Grace and Philadelphia passengers were almost suffocated by smoke from the locomotive entering the cars. The smoke nuisance is well known on railways, and in the case referred to, the wind was the most favorable for leading it into the faces of the passengers, and the whole body and clothing were covered with coal dust.

The cause of this great nuisance is well known to practical and scientific men, and contrivances have been devised for the purpose of remedying the evil, but as yet without success. By investigating the *modus operandi* in a locomotive boiler we may easily find that the principle of the same is wrong.

The exhaust steam blown out in the chimney in order to create draft, causes a partial vacuum in the furnace and tubes where there ought to be a pressure of air or carbonic acid gas; the consequence is that a great deal of carbon escapes in form of smoke and coal dust, for want of oxygen required for its combustion, and the gases pass through with such a great velocity and rare density that there is not time enough for consuming the smoke. Also, the contracted exhaust pipe causes a contra pressure on the steam piston, that in all, at least 50 per cent. of fuel or effect is lost. It is not considered necessary here to enter into the well known science of combustion, but the writer merely wishes to call the attention of Rail-

road Companies to what he has accomplished on steamboats, where the smoke evil is also much complained of. The writer called his attention to this subject while he was constructing steamboats in Russia several years ago. Arrangements were applied for the consumption of the smoke, and the success was so complete that not a spark or particle of smoke could be seen on the chimney, and the result gave a saving of 50 per cent. of fuel. The same simple arrangement can easily be applied on locomotives, and the writer is willing to undertake the experiment for any company that may feel disposed to offer a locomotive for that purpose. The writer would also propose instead of the spark-arrester, to substitute a superheating apparatus similar to that described in the fifth edition of Nystrom's Pocket Book for 1861, published by Lippincot, Philadelphia.

JOHN W. NYSTROM.

Philadelphia, August 13, 1861.

The Shubenacadie Canal.

This canal, which connects Halifax Harbor with the Bay of Fundy, is now completed, and a through business is about being undertaken by means of canal boats. This work has cost a struggle of 38 years and money enough to have built St. Paul's Cathedral, Westminster Abbey and Buckingham Palace.—*St. John News.*

NEW YORK CENTRAL RAILROAD COMPANY.

TREASURER'S OFFICE, ALBANY, AUG. 8, 1861.

SIXTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three Per Cent. on the Capital Stock thereof, payable on the Twentieth day of August instant, upon Stock registered at New York, Boston, or Albany, and on the Twentieth day of September next, upon Stock registered at London. Stockholders whose Stock is registered at New York will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose Stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose Stock is registered at Albany, at the ALBANY CITY BANK; those whose Stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar. The Transfer Books which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Friday, the Twenty-third day of August instant.

JOHN V. L. PRUNY,

Treasurer pro tem.

Notice to Contractors and Railroad Operators.

THE LONG ISLAND RAILROAD COMPANY will receive proposals until the first of September next for furnishing by contract all the materials and labor required for keeping in repair the Road, Buildings, Fixtures and Equipment and for conducting the entire business of the same.

After 1st of August specifications or forms of contract may be had by persons desiring to propose, on application to A. E. Dougherty, Esq., No. 25 Merchants' Exchange, Philadelphia, or the undersigned at the office of the Company at Hunter's Point.

6130

WM. E. MORRIS, Pres't.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do, 1½ in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Sup't.

Boston, Nov. 24, 1860.

Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK.

JAMES M. MOTLEY, Vice Pres't and Treasurer.

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CHARLES D. GIBSON,
Treasurer.

RICHARD VOSE, Secretary.

JAMES JEFFRIES & SONS,
MANUFACTURERS OF
LOCOMOTIVE, CAR AND TANK
SPRINGS,
PHILADELPHIA, (rear of Girard House.)

REFERENCES.

M. W. BALDWIN & CO., R. NORRIS & SON, A. WHITNEY & SONS, Philadelphia; J. B. ANDERSON, Richmond; SMITH & PERKINS, Alexandria, Va.; J. NO. EDGAR THOMSON, of Penn. R. R.; EDWARD C. DALL, of P. C. & N. R. R.; S. RUTH, of Rich. F. & P. R. R.; THOS. DODAMEAD of Va. Central; URIAH WELLS, Petersburg, H. D. BIRD, South Side R. R., Petersburg; C. O. SANFORD, of Petersburg R. R.; J. NO. McDANIEL, of Va. & Tenn. R. R.; JAS. P. ROBERTSON, of Wilmington, and M. R. R.; HENRY T. PEAK, of S. C. R. R.; S. S. SOLOMONS, of North East R. R.; JOHN FLYNN, of Western & Atlantic R. R.; E. F. BOWARTH, of Greenville & Col. R. R.; GEO. YONGE, of Georgia R. R.; WM. CLARK, of Muscogee R. R.; W. W. BALDWIN, of Montgomery & W. P. R. R.; WM. M. WADLEY, of N. O. J. & G. N. R. R.; A. B. SEGER, of Opelousas R. R.; C. WILLIAMS, of Vicksburg; ALLEN S. SWEET, of Buffalo and Erie R. R.; F. C. ARMS, of Memphis; H. COFFIN, of Memphis; A. WOREL, of Seaboard & R. R.; UNION CAR WORKS, Portsmouth; WM. M. HIGHT, of Augusta; S. & R. H. RIKERS, WHARTON & PATSCH, Charleston, and all Roads where our SPRINGS are in use.

Will be happy to furnish a SET OF SPRINGS to such companies as may wish to try their Durability and Elasticity, by writing us the Length, Width, Curve over all, and the weight which they are to bear.

EDWIN J. HORNER,
SUCCESSOR TO
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LOCOMOTIVE AND RAILROAD
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SPEAKING PIPES at short notice.



260 ft. clear span.

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Their plan of Bridge is known as "McCALLUM'S PATENT INFLEXIBLE ARCHED TRUSS," and is claimed to be superior to, and more economical than, any other form of bridge now in use.

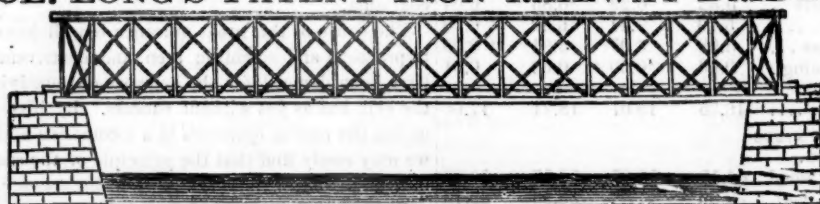
The principles upon which this bridge is constructed, remove the necessity for adjustment, cause it to be inflexible, and allow of much longer spans than can be used with any other truss bridge.

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D. C. McCALLUM, President.

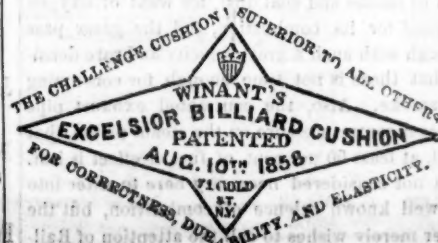
COL. LONG'S PATENT IRON RAILWAY BRIDGE.



THE plan of this Bridge is upon the principle of the SUSPENSION TRUSS, and the iron is so arranged in its construction as to impart its greatest longitudinal strength to the whole work.

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